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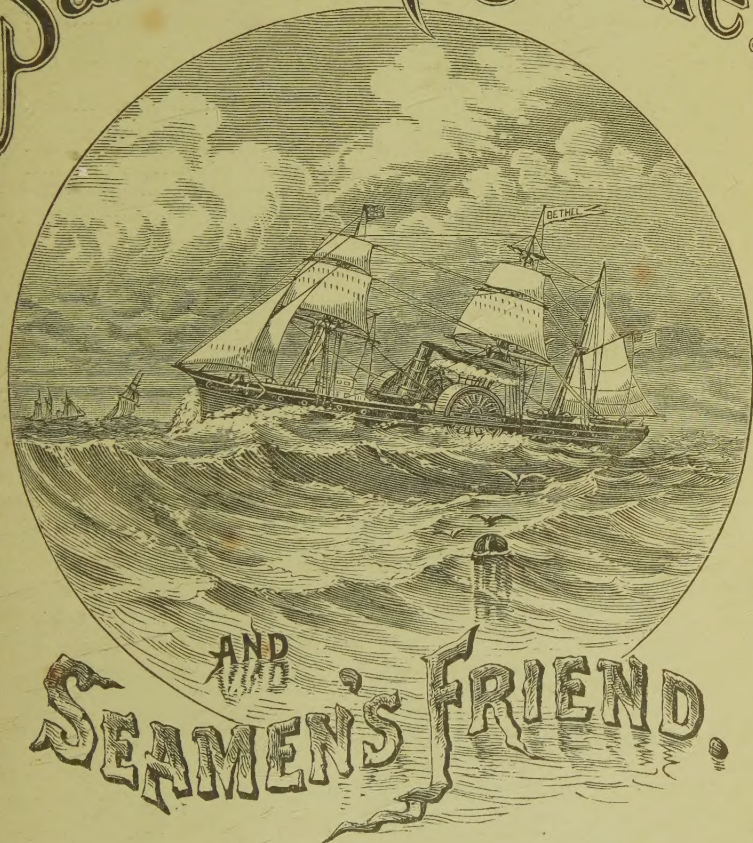
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FEBRUARY, 1876.

Vol. XLVIII.

No. 2

THE
Sailors' Magazine,



AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

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TUTTLE, N.Y.

CONTENTS.

| MAGAZINE. | | MAGAZINE. | |
|---|------|---|------|
| | PAGE | | PAGE |
| Annual Report of the U. S. Shipping Commissioner..... | 33 | Awaiting God's Call..... | 57 |
| The Navy..... | 38 | Extremes Meet | 57 |
| Thomassen's Horrible Plot..... | 40 | Bethel Flag..... | 58 |
| A Home-Bred Hero Martyr..... | 44 | Obituary..... | 58 |
| Ocean Pioneers—No II..... | 47 | Ecclesiastical Action..... | 58 |
| Farragut at Ten..... | 51 | Sailors' Home, New York..... | 58 |
| 1775—1875..... | 51 | Position of the Planets, February, 1876.. | 58 |
| Friendship Between Two..... | 52 | Disasters in December, 1875..... | 59 |
| Work Among Seamen..... | 53 | Receipts for December, 1875..... | 59 |
| Belgium, Antwerp..... | 53 | | |
| Boston, Mass..... | 54 | | |
| Philadelphia, Pa..... | 55 | | |
| Norfolk, Va..... | 55 | | |
| Savannah, Ga..... | 56 | | |
| New York..... | 56 | | |
| Brooklyn, N. Y..... | 56 | | |
| A Sailor's Letter Worth Reading..... | 56 | | |

LIFE BOAT.

| | |
|------------------------------|----|
| Library Reports..... | 61 |
| Doing God's Errands..... | 63 |
| A Lad and His Bible..... | 63 |
| Be Happy as You Can..... | 64 |
| The Saw of Contention..... | 64 |
| Hymn for a Little Child..... | 64 |

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.*

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. *All Postmasters are obliged to register letters whenever requested to do so.*



Vol. 48.

FEBRUARY, 1876.

No. 2.

ANNUAL REPORT OF THE U. S. SHIPPING COMMISSIONER.

NEW YORK, Jan. 1st, 1876.

(To the Honorable Circuit Court of the United States, for the Second Judicial Circuit :)

The following Annual Report for the year ending Dec. 31st, 1875, is respectfully submitted:

The fourth year of the existence of the law known as the "Shipping Act of 1872" has been marked for the quiet, thorough, unobstructed, and evidently satisfactory manner in which that law has been administered at this port. Neither opposition nor obstruction have been encountered during the year; and the only friction has been caused by the persistent, and in many cases successful efforts of a few shipmasters, shipowners, and sailors' landlords to violate or evade the provisions of Section 11 of the Shipping Act (Revised Statutes, Sec. 4609), which prohibits the extortion of "blood-money" from seamen seeking employment. In many cases the competency of seamen and the rate of wages have been made secondary in importance to the amount of "blood-money" that could be in this way extracted

from them. As long as there are selfish and unscrupulous shipmasters, shipowners and ship-agents who demand "blood-money" from the seaman before they will give him employment, as long as the supply of seamen continues as it is now, and has been for two years, far in excess of the demand, and as long as many of these seamen, in debt to their landlords, in their power and harried by them, are willing, not only to pay this "blood-money," but, on their solemn oath to deny it, so long it will be comparatively easy to violate, unpunished, the section referred to. No effort has been, or will be, spared in this office to prevent this abuse. A considerable amount of evidence implicating shipowners, masters, mates, shipping-masters, and sailors' landlords in such violations has been collected and placed with the United States District Attorney.

The facilities of this office have been availed of during the past

more than any previous year by enquirers in many parts of this and other countries, seeking tidings of absent seamen and runaway boys, by seamen shipwrecked or unlawfully abandoned, abroad, in collecting their wages; and by relatives and heirs of deceased seamen in securing their wages and effects.

A large number of disputes between shipmasters and seamen have been settled during the year, under the provisions of Section 4554 Revised Statutes, without cost to either party; and in this way many vexatious lawsuits have been avoided. The most of the cases thus submitted to me have been claims for abatement of wages on the ground of incompetency of seamen, and their wages have been reduced in such cases in proportion to the incompetency proven, except in cases where *undermanning* the vessel—a great and growing evil—has resulted in *overworking* the crew. In such cases the seamen, however technically incompetent, have been awarded their full pay.

The staff of the office remains substantially the same as last year, viz.: a Commissioner, five deputies, five special deputies, three clerks and nine out-door officers and men.

Crews have been rendered to vessels at all hours from 5 A. M. to 7 P. M., and I believe, in every case orderly and sober, without any detention to the vessel and before it had left the dock. The services of my officers have been required at all hours of day and night. There have been shipped at this office during the year just closed, 25,408 seamen, of which 5,618 have been respishments, and for these latter no fees were charged to vessel or seamen; 13,390 were shipped without advance wages. In the same period 24,277 were paid off; \$1,517,762.23 have been paid into

seamen's own hands, while they were sober, for wages due and accruing, and no complaint touching the law or its working from any such seaman has ever reached me. Wages of deceased seamen amounting to \$1,923.69 have been collected and paid into court, a large part of which has gone thence to heirs and administrators.

There has been no case of shanghaiing, or mutiny, nor one complaint of injustice or mistake in settlement of wages or in the payment of advance notes among the men shipped and paid off under the Shipping Act in the port of New York during the year 1875.

REVIEW.

The Shipping Act of 1872 has been in operation about three and a half years, and it may not be out of place at this time to review briefly the necessities for its enactment, its working and effects, and how far it has accomplished the purposes for which it was intended. As the port of New York was the great centre of the worst abuses perpetrated upon the sailor before the law was enacted, so it has been the great battle-ground in its enforcement. Opposition and obstructions have been encountered here, such as have been unknown elsewhere. A large and powerful combination of sailors' landlords and shipping masters existed which not only dictated to shipowners the seamen they should employ and the rates of wages they should pay, but at one time, offended by the administration of the Shipping Law, resisted its operation openly and by force, and held foreign-bound vessels in the port for weeks waiting for seamen, of whom thousands were in port, willing, but not daring to engage themselves. The number of ship owners in this port is comparatively small, while the

number of ship *agents* representing with more or less authority the interests of vessels visiting this port is very large, and for this reason any united action on the part of shipowners to resist the pretensions of this combination would have been impracticable even if attempted. Vessels were often obliged to leave the dock and anchor in the harbor before a crew could be got on board, and then, whether in the harbor or at the dock, the men were in many, perhaps in most cases, drunk and disorderly. When seamen were scarce, "shanghaiing" prevailed, and by this it is meant that men from the country, mechanics of every kind, merchants even, would be met in the streets of the city, induced to drink, drugged, boated off to a waiting vessel, represented as good sailors, and while their captors returning to the shore would secure the advance wages of these victims, *they* would be carried to sea, their whereabouts unknown to their friends, themselves utterly unfitted for any duty at sea, and the vessels on which they had been dropped rendered *short handed* by this cruel imposition. Seamen would be shipped while drunk, without knowing the voyage on which they were going, told perhaps that it was to Charleston, and carried to Liverpool or the East Indies. The advance wages of seamen were paid by the shipowner or master to the shipping-masters and by them paid to the sailor's landlord, the sailor rarely if ever seeing a dollar of it. The landlord's interest lay in keeping sailors drunk most of the time while in port, and this interest was not neglected. Once at sea and sober, after such experiences on shore, it is little wonder that these men were often dissatisfied, insubordinate, and mutinous, and that captains and officers were tyranni-

cal and abusive. Grave abuses were practised upon seamen in settling their wages at the end of a voyage. Masters in paying off their men have been known to take advantage of their ignorance and rob them. Shipping-masters have been known to pay large bonuses to shipmasters and to ship agents for the privilege of paying off crews, and in many cases such settlements were left entirely to the shipping-master on one side and the landlord on the other. How much the sailor would finally obtain under such an arrangement may be easily imagined. "Blood money" for chances, was extorted from seamen when they were plenty, and from shipowners for seamen when seamen were scarce, all for the benefit of the landlord. Deceased seamen's wages and effects were not in any authoritative manner looked after, and very frequently lapsed to the benefit of a captain or an owner. Insubordination, bloodshed and mutiny on one side and gross abuse on the other frequently occurred on board American ships in this port and at sea. This was the situation at this port when in August, 1872, the Shipping Act came into operation. By its provisions the following duties devolved upon the Shipping Commissioner: He must examine—and correct if necessary—the account of every discharged seaman; hear and settle whenever required, all differences between seamen and masters (and to this end he has authority to compel the attendance of persons and the production of papers); see that the seamen receive their correct money, and a certificate of discharge and character in their own hands and while sober; witness the execution of a "mutual release" and keep a record of all such seamen's names.

In engagements for outward voyages the Commissioner must see

that every seaman is sober when shipped, thoroughly understands the nature of the voyage and enters upon it willingly; that he receives his advance note or wages into his own hands while sober. He must secure the presence of such seamen on board at the proper time, sober and orderly, and see that they have been fairly settled with by their landlords; and in reshipments—where the men continue in the vessel after having made one or more voyages—this service must be rendered free of cost to the vessel or seaman. He must supply to each captain two sets of original articles and a certified list of the crew, and keep a record of every outgoing seaman. He must pay or witness the paying, of all advance notes, having first satisfied himself that the seamen represented in them have actually sailed as agreed, and that the endorsements of the notes are genuine. He must receive and account for to the United States Circuit Court, all moneys and effects due to seamen who have deserted or died. In the steamship service the most of these duties are necessarily performed on board; and in the sailing service, so far as practicable, in this office. Questions continually coming to this office from various parts of this and other countries, in the interests of seamen, have to be taken up, attended to, and answered in addition to the duties above stated.

Since August, 1872, under these provisions there have been shipped at this office 79,341 seamen, of whom 13,689 have been reshipments and without fees; 40,296 were shipped and went to sea without advance wages; accounts of 75,470 seamen have been audited, and \$4,737,293 have been paid into seamen's own hands, while they were sober, for wages due and accruing, and no complaint touching

the law and its working has ever been made at this office by any such seaman. Wages of deceased seamen, amounting to \$10,058, have been collected and paid into court, a large part of which has gone thence to heirs and administrators. A large number of disputes between captains and seamen have, as authorized by law, been settled in this office. At first these cases most frequently grew out of short allowance of provisions and other ill-treatment received by sailors, but such complaints have gradually disappeared or have become of very rare occurrence, and in their stead have come the complaints of captains against their seamen for inefficiency and incapacity. Certificates of character, required by law to be furnished to every seaman on his discharge, have worked great good in weeding from the service, insubordinate and inefficient seamen. This is particularly true in the steamship service, where, by an understanding between their owners and this office, no man can be shipped into that service who has not a certificate of good character from his last ship.

Incidentally the operation of the law in this port has wrought great good among seamen in the matter of temperance, for sailors must be sober when they are paid off, else they cannot get their money; they are not allowed on the premises seeking chances during their stay in port, unless sober; they must be sober on signing articles or they will not be engaged; and they must be sober and orderly when their vessel sails, or they will be taken out and sober men put in their places. For these reasons the sailor in port finds it not only his interest but his necessity to keep sober, and his landlord—to whom he is pretty sure to be in debt, and who, look-

ing to the prospective advance wages, is always on the alert to get him shipped off—finds it also *his* interest that the sailor should be kept sober; consequently there is comparatively but little drunkenness among our seamen, and very rarely a drunken sailor seen in our streets. That this efficiency and sobriety of seamen, brought about or enforced by the operation of the Shipping Law, promotes in a great degree the safety of life and property in outgoing vessels there can be no question. And to these causes, too, might be added the improved discipline among seamen, especially in steamers. Captain Gray, of the P. M. S. S. *Acapulco*, while testifying before a committee at the rooms of the Board of Trade in this city, said: "I have commanded twenty-one steamers in all, for twenty-two years, all the merchant steamers of the P. M. S. S. Co. I never had any practical control over my seamen for twenty-five years prior to this law; now I do. Men heretofore would ship and run away five minutes after. I have on board a crew of ninety-five men, and with them all I have now no disturbance; no trouble from the firemen or any of that class; I think the law beneficial to sailors."

Since the Shipping law has been in operation seamen have deposited in the savings bank attached to this office, and with the Superintendent of the SAILORS' HOME—an institution owned by the AMERICAN SEAMEN'S FRIEND SOCIETY, and directly across the street—upwards of \$250,000, and have sent to relatives and friends through these two institutions more than \$50,000.

This office is visited every day by hundreds of seamen seeking employment or being shipped or paid off; and I believe that more orderly and well-behaved gatherings of

men cannot be found among any class, in any place.

THE RESULTS

may be stated in a few words. Shanghaeing, fraudulent shipments, fraud in paying seamen their advances, or in paying them off, have ceased to exist. Seamen of bad character, mutinous and insubordinate, have to a great extent been weeded out of our service. The moral status of our seamen has been raised, inasmuch as they are more temperate and provident as a class than ever before. Ill-treatment of seamen on shipboard is of rare occurrence. Captains may see and thoroughly examine seamen before engaging them. Seamen are rendered on board while their vessels are at the dock, and go to sea orderly, sober and obedient. They are questioned as to the fairness of their settlements by their landlords, and every injustice that is shown is corrected on the spot—or the payment of the advance note, if held by the landlord, deferred until the seaman's return. The mutinies, riots and fighting, which prevailed under the old system, are now unknown.

Blood or bonus money is still surreptitiously demanded and received by certain ship-agents, owners and masters, from seamen seeking employment.

The system of advance wages—a fruitful source of harm to sailors and of trouble to shipowners and masters—exists now only in part. Steamships have almost entirely abandoned it; and there seems no good reason why the owners of sailing vessels may not follow an example so wise.

One more evil remains—and that a grievous one—which, although not reached by any existing law, it may be proper to notice; I mean the undermanning of American

sea-going vessels, particularly steam vessels. It is not right that a crew of eight men should be forced to do all the labor required in handling a ship that should carry sixteen. It is not right that the large steamers should be sent to sea with scarcely seamen enough to man two of the eight or ten life-boats which the law obliges them to carry. But that these things are of daily occurrence the records of this office will clearly show. Sooner or later Congress must compel sea-going steamers to carry not only a sufficient number of life-boats, but also that which is of

equal importance, a sufficient number of seamen to man them. No life-boat can be properly manned for sea service with less than five stout, able-bodied and skillful seamen. And yet not a single foreign-going American steamer leaves this port that could in an emergency put into each one of its life-boats three such men. It is not long since a steamship of 1,200 tons left this port for the West Indies with but three seamen on board, exclusive of officers!

Very respectfully,
CHARLES C. DUNCAN,
U. S. Shipping Commissioner.

THE NAVY.

LIST OF PRINCIPAL OFFICERS—OUR VESSELS AND THEIR ARMAMENTS.

The Philadelphia *Press* prints the following information gleaned from advance sheets of the *Navy Register*:

ADMIRAL.

| | <i>Present duty, station, or residence.</i> | <i>Appointed from.</i> |
|----------------------|---|----------------------------|
| David D. Porter..... | Special duty, Washington..... | Pennsylvania. |

VICE ADMIRAL.

| | | |
|-----------------------|-----------------------|-------|
| Stephen C. Rowan..... | Com'dt, New York..... | Ohio. |
|-----------------------|-----------------------|-------|

REAR ADMIRALS.

Active List.

| | | |
|------------------------|-----------------------------------|-----------------------|
| Charles H. Davis..... | Supt. Naval Observatory..... | Massachusetts. |
| John Rodgers..... | Com'dt Mare Island, Cal..... | District of Columbia. |
| Alex. M. Pennock..... | | Tennessee. |
| John L. Worden..... | Com'dg European Station..... | New York. |
| John J. Almy..... | Com'dg North Pacific Station..... | Rhode Island. |
| James H. Strong..... | Newburg, N. Y..... | New York. |
| William Reynolds..... | Com'dg Asiatic Station..... | Pennsylvania. |
| William E. Le Roy..... | Com'dg S. Atlantic Station..... | New York. |
| J. R. M. Mullany..... | Com'dg N. Atlantic Station..... | New York. |
| C. R. P. Rodgers..... | Supt. Naval Academy..... | Connecticut. |
| Reed Werden..... | Com'dg South Pacific Station..... | Ohio. |
| S. D. Trenchard..... | | New York. |

COMMODORES.

| <i>Name and Rank.</i> | <i>Appointed from.</i> |
|--------------------------|------------------------|
| Alexander Murray..... | Pennsylvania. |
| Edward Donaldson..... | Maryland. |
| George H. Preble..... | Maine. |
| Thomas H. Patterson..... | Louisiana. |
| John C. Howell..... | Pennsylvania. |
| Daniel Ammen..... | Ohio. |
| Edward T. Nichols..... | Georgia. |
| Robert H. Wyman..... | New Hampshire. |
| George B. Balch..... | Alabama. |
| Thomas H. Stevens..... | Connecticut. |
| Foxhall A. Parker..... | Virginia. |
| John Guest..... | Arkansas. |
| John M. B. Clitz..... | Michigan. |
| Andrew Bryson..... | New York. |
| Donald McN. Fairfax..... | North Carolina. |
| James H. Spotts..... | Kentucky. |

| | |
|-----------------------------|----------------|
| J. W. A. Nicholson..... | New York. |
| Albert G. Clary..... | Massachusetts. |
| George H. Cooper..... | New York. |
| Charles H. B. Caldwell..... | Connecticut. |
| John C. Febiger..... | Ohio. |
| Pierce Crosby..... | Pennsylvania. |
| J. Blakeley Creighton..... | New York. |
| Aaron K. Hughes..... | New York. |
| Edmund R. Calhoun..... | Missouri. |

CAPTAINS.

| | |
|---------------------------|------------|
| Charles H. Baldwin..... | New York. |
| Robert W. Shufeldt..... | New York. |
| Alexander C. Rhind..... | Alabama. |
| George N. Ransom..... | Ohio. |
| William F. Spicer..... | New York. |
| Somerville Nicholson..... | New York. |
| William E. Hopkins..... | Virginia. |
| Paul Shirley..... | Tennessee. |

| | |
|--------------------------|--------------------|
| Thomas Pattison..... | New York. |
| William N. Jeffers..... | New Jersey. |
| Edward Simpson..... | New York. |
| William G. Temple..... | Vermont. |
| Samuel P. Carter..... | Tennessee. |
| Thomas S. Phelps..... | Maine. |
| Edward Barrett..... | Louisiana. |
| Homer O. Blake..... | Ohio. |
| Clark H. Wells..... | Pennsylvania. |
| S. P. Quackenbush..... | New York. |
| Earl English..... | New Jersey. |
| Reigart B. Lowry..... | Pennsylvania. |
| William W. Lowe..... | Massachusetts. |
| John H. Upshur..... | Virginia. |
| Francis A. Rowe..... | New York. |
| Samuel R. Franklin..... | Pennsylvania. |
| William D. Whiting..... | Massachusetts. |
| Edward Y. McCauley..... | Pennsylvania. |
| J. C. P. DeKrafft..... | Illinois. |
| Oscar C. Badger..... | Pennsylvania. |
| Stephen B. Luce..... | New York. |
| John Lee Davis..... | Indiana. |
| Alexander A. Semmes..... | Maryland. |
| William T. Truxton..... | Pennsylvania. |
| Jonathan Young..... | Illinois. |
| William K. Mayo..... | Virginia. |
| James E. Jouett..... | Kentucky. |
| T. Scott Fillebrown..... | Maine. |
| John H. Russell..... | Maryland. |
| Andrew W. Johnson..... | Dist. of Columbia. |
| Walter W. Queen..... | New York. |
| Ralph Chandler..... | New York. |
| Philip C. Johnson..... | Maine. |
| K. Randolph Breese..... | Rhode Island. |
| Lewis A. Kimberly..... | Illinois. |
| Bancroft Gherardi..... | Massachusetts. |
| Daniel L. Braine..... | Texas. |
| George E. Belknap..... | New Hampshire. |
| David B. Harmony..... | Pennsylvania. |
| John Irwin..... | Pennsylvania. |

COMMANDERS.

| | |
|---------------------------|-----------------|
| James A. Greer..... | Ohio. |
| Elias K. Owen..... | Illinois. |
| Aaron W. Weaver..... | Ohio. |
| William P. McCann..... | Kentucky. |
| James H. Gillis..... | Pennsylvania. |
| William E. Fitzhugh..... | Ohio. |
| Charles H. Cushman..... | Maine. |
| Henry A. Adams, Jr..... | Pennsylvania. |
| George Brown..... | Indiana. |
| John G. Walker..... | Iowa. |
| Francis M. Ramsay..... | Pennsylvania. |
| Richard L. Law..... | Indiana. |
| Milton Haxtun..... | New York. |
| Robert F. R. Lewis..... | Missouri. |
| S. Livingston Breese..... | Illinois. |
| Henry Wilson..... | New York. |
| Joseph S. Skerrett..... | Ohio. |
| Francis H. Baker..... | New Hampshire. |
| Joseph P. Fyffe..... | Ohio. |
| Oscar F. Stanton..... | New York. |
| Bushrod B. Taylor..... | Indiana. |
| Henry Erben..... | New York. |
| Edward P. McCrear..... | Wisconsin. |
| Richard W. Meade..... | California. |
| Charles C. Carpenter..... | Massachusetts. |
| William A. Kirkland..... | North Carolina. |
| Edward E. Potter..... | Illinois. |
| Lester A. Beardslee..... | New York. |
| Charles A. Babcock..... | Michigan. |
| Thomas O. Selfridge..... | Massachusetts. |
| Joseph N. Miller..... | Ohio. |
| Montgomery Sicard..... | New York. |
| Edmund O. Mathews..... | Missouri. |
| Edward P. Lull..... | Wisconsin. |
| Charles S. Norton..... | New York. |
| Robert F. Bradford..... | Massachusetts. |
| Robert L. Pythian..... | Kentucky. |
| Augustus P. Cooke..... | New York. |
| Rush E. Wallace..... | Tennessee. |
| Chester Hatfield..... | New York. |
| Robert Boyd, Jr..... | Maine. |
| George A. Stevens..... | Tennessee. |

| | |
|----------------------------|----------------|
| John N. Quackenbush..... | New York. |
| Charles J. McDougall..... | Pennsylvania. |
| George H. Perkins..... | New Hampshire. |
| Thomas H. Eastman..... | New Hampshire. |
| Edward Terry..... | Connecticut. |
| Francis M. Bunce..... | Connecticut. |
| Byron Wilson..... | Ohio. |
| Frederick V. McNair..... | Pennsylvania. |
| Arthur R. Yates..... | New York. |
| John Adams Howell..... | New York. |
| Allen V. Reed..... | New York. |
| George Dewey..... | Vermont. |
| George B. White..... | Pennsylvania. |
| Henry L. Howison..... | Indiana. |
| Albert Kautz..... | Ohio. |
| Alfred T. Mahan..... | New York. |
| George C. Remy..... | Iowa. |
| Norman H. Farquhar..... | Pennsylvania. |
| S. Dana Greene..... | Rhode Island. |
| Theodore F. Kane..... | New York. |
| C. M. Schoonmaker..... | New York. |
| Henry B. Seely..... | New York. |
| Roderick S. McCook..... | Ohio. |
| Gilbert C. Wiltse..... | New York. |
| Joseph D. Marvin..... | Ohio. |
| James O'Kane..... | Indiana. |
| Thomas L. Swann..... | Maryland. |
| Sullivan D. Ames..... | Rhode Island. |
| J. Crittenden Watson..... | Kentucky. |
| Henry B. Robeson..... | Connecticut. |
| H. De Haven Manley..... | Pennsylvania. |
| William Whitehead..... | Pennsylvania. |
| Edward A. Walker..... | Massachusetts. |
| Winfield S. Schley..... | Maryland. |
| Silas Casey, Jr..... | New York. |
| William T. Sampson..... | New York. |
| Alfred T. Snell..... | Massachusetts. |
| George P. Ryan..... | Massachusetts. |
| George M. Bache..... | Pennsylvania. |
| Bartlett J. Cromwell..... | Nebraska. |
| George W. Hayward..... | Wisconsin. |
| John W. Philip..... | New York. |
| Henry F. Peeking..... | Pennsylvania. |
| Frederick Rodgers..... | Maryland. |
| J. F. McGlensy..... | Pennsylvania. |
| Edgar C. Merriman..... | New York. |
| Frederick K. Smith..... | Maine. |
| Charles L. Huntingdon..... | Illinois. |
| Alfred Hopkins..... | New York. |

ORGANIZATION OF FLEETS.

North Atlantic Station.

Rear Admiral J. R. Mullany, Commanding.

| | Guns. | Ton'ge. |
|---------------------------|-------|---------|
| Worcester, flag-ship..... | 15 | 2,000 |
| Powhatan..... | 17 | 2,182 |
| Plymouth..... | 12 | 1,122 |
| Ossipee..... | 8 | 828 |
| Shawmut..... | 3 | 410 |
| Kansas..... | 3 | 410 |
| Pinta..... | 2 | 306 |

Iron-clads.—

| | | |
|----------------|---|-------|
| Dictator..... | 2 | 1,750 |
| Canonicus..... | 2 | 550 |
| Saugus..... | 2 | 550 |
| Ajax..... | 2 | 550 |
| Mahopac..... | 2 | 550 |
| Manhattan..... | 2 | 550 |
| Passaic..... | 2 | 496 |
| Catskill..... | 2 | 496 |
| Lehigh..... | 2 | 496 |
| Nahant..... | 2 | 496 |

Hospital Ship—

| | | |
|-------------|----|--------|
| Pawnee..... | 2 | 872 |
| Total..... | 82 | 14,618 |

South Atlantic Squadron.

Rear Admiral William E. Le Roy, Com'dg.

| | Guns. | Ton'ge. |
|--------------------------|-------|---------|
| Brooklyn, flag-ship..... | 20 | 2,000 |
| Monongahela..... | 11 | 960 |
| Wasp..... | 1 | 365 |
| Total..... | 32 | 3,325 |

| <i>European Station.</i> | | | | | |
|--------------------------------------|-------|---------|--|-------|---------|
| Rear Admiral John L. Worden, Com'dg. | | | Omaha.....12 | | |
| | Guns. | Ton'ge. | Onward, store ship.....3 | | |
| Franklin, flag-ship..... | 39 | 3,173 | Total.....29 | | |
| Alaska..... | 12 | 1,122 | <i>Asiatic Squadron.</i> | | |
| Congress..... | 16 | 2,000 | Rear Admiral William Reynolds, Com'dg. | | |
| Juniata..... | 8 | 828 | | Guns. | Ton'ge. |
| Total..... | 75 | 7,123 | Tennessee, flag-ship..... | 23 | 2,135 |
| <i>North Pacific Station.</i> | | | Kearsarge..... | 6 | 695 |
| Rear Admiral John J. Almy, Com'dg. | | | Yantic..... | 3 | 410 |
| | Guns. | Ton'ge. | Ashuelot..... | 6 | 786 |
| Pennsacola, flag-ship..... | 22 | 2,000 | Saco..... | 3 | 410 |
| Lackawanna..... | 10 | 1,026 | Monocacy..... | 6 | 747 |
| Portsmouth..... | 14 | 846 | Palos..... | 6 | 306 |
| Tuscarora..... | 6 | 726 | Total..... | 53 | 5,489 |
| Total..... | 52 | 4,598 | <i>SPECIAL SERVICE.</i> | | |
| <i>South Pacific Station.</i> | | | | Guns. | Ton'ge. |
| Rear Admiral Reed Werden, Com'dg. | | | Minnesota..... | 45 | 3,000 |
| | Guns. | Ton'ge. | Michigan..... | 3 | 450 |
| Richmond, flag-ship..... | 14 | 2,000 | Despatch..... | 4 | 730 |
| | | | Fortune..... | 2 | 306 |
| | | | Gettysburg..... | 2 | 518 |

THOMASSEN'S HORRIBLE PLOT.

ITS FULL STORY—EFFECTS OF THE EXPLOSION—THOMASSEN'S
SYSTEMATIC VILLIANY—DETAILS OF SIMILAR PLOTS.

The North German Lloyd steamer *Mosel* was timed to start from Bremerhaven on her voyage to New York on Saturday morning, Dec. 19th, 1875, and at the appointed time the steam-tug *Simeon* which had to tug her through the ice that intercepted her passage to the channel—lay under her bows, and everything was ready for the departure except the mail bags from Lloyd's Hall. At the last moment these made their appearance on the quay, accompanied by another wagon containing passengers' luggage. The whole was taken toward the steamer by carts, and as the last of these was being unladen, a tremendous explosion took place. The quay was at this moment crowded with spectators and passengers taking leave of their friends, who had come down to see them off. In an instant the place was strewn with dead bodies and dismembered limbs. On board the *Mosel* the skylight was blown off, the cabins aft, starboard and port, were either crushed in or bulged

out by the pressure, or altogether smashed; the side plates were burst, the ports, with their glasses and rivets, forced inward, and the ship was besmeared with blood. It was at first thought that the tug had burst her boilers, but this was quickly found not to be the case. When the last package had been unladen, a large hole, six or seven feet deep, was found. Investigation showed that this package must have contained dynamite, and that the concussion, when thrown upon the ground, caused the explosion. Eighty people were killed by the explosion and nearly one hundred and fifty injured and mutilated. Among the more horrible details is the fate of the Etmer family, who were seeing off their sons to California. The father, mother, son, and son-in-law are dead, all four; the daughter-in-law has had her arm, and the child its hand, blown off. Other cases are almost equally heartrending, where whole families were blown into non-existence in a moment.

A minute or two after the explosion it was noticed that a man rushed from one of the cabins on to the deck of the vessel, and, having given one glance at the terrible scene, returned to the cabin and shot himself. The attention of the police was called to this fact afterward, and the man, who had failed to kill himself outright, was taken to the hospital in their custody. It was then known that the explosion had been caused by a case of dynamite that some one had tried to smuggle on board the *Mosel*, and it was rightly supposed that the would-be suicide might be able to throw some light upon the affair. The man's condition was so critical as to preclude all idea of his undergoing a legal examination; but finding himself at death's door, and stung to remorse by the agonies of the injured people, with some of whom he was in the same ward, he confessed that he had deliberately planned to blow the *Mosel* up in mid-ocean.

From his own statement, and subsequently ascertained facts, it seems that for eleven years he has passed under the name of William King Thomas, or Thomassen, but there are grounds for believing it to be fictitious. During the War of secession he fought on the Confederate side, and gained some notoriety as a blockade-runner between New Orleans and St. Thomas. At the termination of the war he spent some time in England, and afterward went over to Germany. In 1872 he was living with his wife and family, at Leipsic, where he moved in the best society and seems to have been very friendly with the American Consul. While here he asked a watchmaker to construct him a peculiar piece of machinery that was to run ten days without ticking, and then strike a heavy blow, but the watch-

maker would not or could not undertake the job. About a year after this time, a clever clockmaker called Fuchs visited Leipsic Fair, and, hearing what Thomassen wanted, visited him at No. 2 August-strasse, where he was living in elegantly furnished apartments. Fuchs describes his customer as a handsome, stately man, about thirty years of age, who could scarcely make himself understood in German. Thomassen gave Fuchs an order for a clock to run noiselessly for eight days and then strike a thirty-pound hammer, but Fuchs not being able to understand clearly from Thomassen's broken German what was wanted, declined the order. On the 9th of March in the same year Thomassen visited Fuchs' shop in Berneburg, and this time gave his directions much more fluently and clearly. He said he wanted the apparatus for some silk mills of his in America, and the hammer must be powerful enough to break a thousand threads at one blow. Fuchs agreed to have the clock completed by the 20th of April, and on that date he delivered it to Thomassen at the Hotel Pologue at Leipsic. Thomassen, after carefully examining the mechanism, expressed himself delighted with it, and paid the maker twenty-five thalers more than the stipulated price. He afterward ordered twenty similar clocks, but none of these were delivered. Meanwhile Thomassen had provided himself with a quantity of dynamite, which he intended so to place in a case that the clock hammer would strike it and cause it to explode at the appointed time. After purchasing the clock, Thomassen made several voyages to and from America, where it is supposed he purchased the dynamite. About six months ago he settled at Strehlen, near Dresden,

where he seems to have devoted himself to perfecting his infernal plans. By some means the clock got out of order, and Thomassen had it repaired at a shop in Bremen. A few days before the sailing of the *Deutschland* he went to the clockmaker and asked him to hasten on the work. The clock was ready and the clockmaker handed it to him. The same day he returned to the shop with the remark, "My God! you have wound it up." The clockmaker nodded in affirmation, saying he had done it to try it. The next day Thomas returned again, and asked how many times the key had been turned and how long it would take to run down. The clockmaker could not give him any answer, and he remained at Bremen until it had run down. Otherwise it is supposed that he intended to place it on board the *Deutschland*. On the day the *Mosel* sailed he wound up the clock again, so that it should explode in mid-ocean, and blow up the vessel, cargo and passengers, after he himself had landed at Southampton, where it is said he intended to put on board heavily insured cases and packages. At Bremen he shipped a worthless barrel, which he insured for 3,000 marks as Caviar. The plot was now complete, everything was ready, and the author of the hellish scheme was calmly waiting the departure of the ship he had destined to destruction. Had it not been for the frost which crystallized the dynamite, and caused it to explode when the case containing it was thrown upon the quay, nothing could have saved the ship—it would have exploded about three days from New York, and the world would probably never have known how.

This cold-blooded monster died on Thursday night, but confessed his guilt previously. He denied

having any accomplices, but his brother has been arrested at Dresden. It is said that letters have been found upon him which, even if he had not confessed, would have been convincing proof of his guilt. In a letter dated Strehlen, his wife begs him to give up his projected scheme, and to turn back from the dangerous path he was treading. In contradiction of this statement, which would prove his wife to have been cognizant of his schemes even if she were not an accomplice, the *Weser Zeitung* says his wife knew nothing of Thomassen's hellish plans, that she married him eleven years ago, but never knew anything of his family or connections, and does not even know his name to a certainty. She refuses to tell her own maiden name out of regard for her family and relations. The *Bremerhaven Zeitung* asserts, in spite of all contradictions, that Thomassen declared he had two packages on board the *Mosel*, that one of these has been found on board the *Salier*, and that another must still be on board that vessel, but all apprehensions on this score have been removed by a thorough inspection of the *Salier's* cargo.

Further information regarding plots similar to that of Thomassen's is given by the *Times*, which says:

We may observe with reference to the dynamite crime at Bremerhaven that, atrocious as such a crime appears, it is by no means a new expedient, in principle at all events. In 1873 Admiral Pothnau, French Minister of Marine, issued a circular warning insurance agents that an American was trying to sell a small torpedo for destroying over-insured ships with impunity. It looked like a block of coal about six inches by three inches, and could be put into the coal bunkers

without exciting suspicion. Once there it would, when thrown into the furnace, explode after a fixed time, thus enabling the captain and crew to get away, or it might be exploded as it lay. The story was denounced as "a sensation intended to help Plimsoll," but *The Post*, of Birmingham, received one of these machines, which, it declared, would perform the duties required. Soon after we had extracted a paragraph to this effect from *The Spectator*, we published a letter from Mr. H. F. Hemming, Consul for Venezuela (*The Times*, June 13th, 1873), in which he confirmed the previous account, and added that Venezuela had been fixed on as the scene of one of the earliest acts in this hellish plot, as he justly characterized the attempt. A gentleman called on Mr. Hemming on the 16th of April, 1873, saying that he had some information to impart which was of great importance to Venezuela, and then made, upon request, a written statement.

Mr. Hemming, in communicating to us the substance of this statement, thought it prudent to suppress the names, but it was to the effect that a sailing vessel had then left or was on the eve of leaving a port in France for one of the principal ports of Venezuela. A native of France, who had for some years previous to the last fifteen or eighteen months resided in Venezuela, was said to have sailed in this vessel, taking with him a supply of these "infernal machines," expressly adapted to the secret destruction of steamships. Fortunately, when this information came to the Venezuelan Consul, the West Indian mail steamer was on the point of sailing, and Mr. Hemming lost no time in sending full particulars direct to the authorities at the Venezuelan port in question,

and to the government at Carracas. Subsequently one of the machines themselves was shown to Mr. Hemming. It was six inches by four inches, and appeared exactly like a piece of coal. He was told that others were made larger, even to the size of a man's head, but always to resemble coal. Nearly a month later Mr. Hemming had another visit from the same person, who said he had recently heard that there were some persons in the Venezuelan port who were interested in some merchant steamers, and who were preparing a gigantic fraud. The plan proposed was to load one of these steamers with goods of no value, to put some of these machines on board, and send her to sea very heavily insured, in the hope that she might be lost, and that they would gain a very large sum. On this second occasion Mr. Hemming's informant showed him a note received by him from the secretary of one of the departments of Her Majesty's government, which proved that our government had not thought the matter unworthy of their attention.

Mr. Hemming had no doubt the plot had very wide ramifications, and therefore thought it his duty to make the intended villainy as widely known as possible. After some other correspondence, we published a letter on June 17th from the gentleman who gave Mr. Hemming his information. This ex-yachtsman had learned, he wrote, the startling fact that several persons from different parts had obtained some of the machines, and he had informed each Consul and Legation interested. All he had done had been communicated to the police and the authorities, and his name and address were well known to all concerned. He added that there was no "mystery." "For many years," he con-

tinued, "we have heard of ships abandoned at sea; always the same story—a trenail had been left out or got loose"; the insurance was paid; that was a mystery. But I can show you the most minute particulars of another small invention called a 'rat,' well known among a certain class. This is placed on board, and in a certain number of days there is a hole in the ship. * * Another machine (strange to say more simple) is used for ships constructed of iron. I could name many more. * * I know I have done wrong, for I have dared

to attack a powerful gang and entered on a game which I now find to be 'heads they win, tails I lose.'" This gentleman appeared to regret the publicity given to the information, for he thought that would render the investigation by detectives more difficult. Perhaps when insurance agents were put on their guard, and merchant vessels were liable to be suspected, it became safer to attempt to deceive ship-owners, and to make passenger vessels crowded with helpless emigrants the medium of the fraud.

—*N. Y. Tribune.*

A HOME-BRED HERO MARTYR.

OVER ONE HUNDRED LIVES SAVED BY ONE MAN.

Among the applications made to the last Congress for a medal for services in the saving of life, was that of John Horn of Detroit, who may be justly styled a home-bred James Lambert. The character and adventures of James Lambert, of Scotland, were very graphically described by Charles Reade, a year ago in the *MAGAZINE*. Mr. Horn is a young man living at Detroit, assisting his father there in a small tavern near the public wharves. Doubtless this proximity to the water has given him the opportunities which he has had, in several years, for saving what he calculates in the aggregate at about one hundred human lives from death by drowning.

The Hon. Moses W. Field, of the House of Representatives, who knew Horn in Detroit, brought his claims to the attention of Congress. In collecting information in regard to Horn's singular and thrilling adventures, the following letter was obtained from the hero himself. It is a very modest and not detailed report of what he has accomplished,

told in simple and homely language, and will be read with peculiar interest.

THE HERO'S OWN STORY.

The Hon. Moses W. Field, House of Representatives:

Dear Sir—I have never desired a public statement of the service which, under God, I have been able to render in saving human life, but as you have asked me to send you a list of the men, women and children whom I have rescued from drowning I will do so, so far as I can from memory. I have never kept a record of the names, and the number is so great that you will excuse me if I leave some unmentioned.

I think I have altogether saved more than one hundred human beings, but I take no credit about this matter, and I have never regretted doing what I have done in any case, although I have had at times to keep my bed for many weeks on account of the exposure in the cold weather. It is well for me that I had a good mother to

take care of me at such times of sickness. On the 21st of May, 18—, I saved Mr. Manning of Windsor. On the 7th of July, 1865, I saved Mr. George Taylor of New York State; he was very near dead when I got him on the wharf. October 10, 1865, I saved a child of Mr. F. Gorman of Adrian; she was about five years old, and was near drowned when I got her out. December 12th, 1865, I saved a son of Mr. Yates, who kept a clothing store in Jefferson avenue. The night was very cold, a high wind was blowing at the time, and he was very near dead when we reached the wharf.

NINE PERSONS SAVED IN ONE NIGHT.

April 11th, 1866, was the worst night I ever had. It will be ever memorable as the night of the great conflagration at the Detroit and Milwaukee Railroad depot, when sixteen poor fellows were drowned. I rescued nine, and then became so exhausted that I could not swim, and had to abandon them to their fate. I got a very bad cold and lay in bed two weeks, but that was nothing in comparison to the good accomplished. July 25th 1866, I saved Mr. Joseph Noble, of Windsor, and I believe you were there at the time. He was once engineer on the Great Western Railroad. You know he came near drowning me by his struggles in the water, at which time I received severe internal injuries. April 7th, 1867, I saved the son of Mr. C. Myers, who lived in Mullet street. He was a boy about twelve years old. June 14, 1867, I saved the daughter of Mr. Andrew Norse, of Cleveland. She was going on board the ferry-boat with her mother and some other ladies, when she fell off the plank. When I got to the wharf she was going out of sight for the last time, and I plunged in

and brought her to the surface. September 15th, 1867, I saved a colored man, who was a deck hand on the propeller *Meteor*. He kicked me about in the water terribly, for drowning men are always crazy. November 2d, 1867, I saved Mr. David Miller, the man who drove a wagon for Hull Brothers, store-keepers on Monroe avenue. May 10th, 1868, I saved Mr. Robert Sinton, known as "*Free Press Bob*." You know he used to be a reporter for *The Free Press*, and in his haste to get news he fell in, and I got him out.

A few nights after that I saved Mr. Steele, who used to keep a store on Michigan avenue. He was on the ferry-boat with his wife; he had a very spirited horse, and was holding him by the head when the boat struck the wharf. The horse jumped and threw him into the river, when the current swept him under the wharf. I jumped in and got him out all right. October 4th, 1868, I saved a daughter of Mr. McDonald, of Windsor. May 12th, 1869, I saved Mr. Flattery, one of the Flattery Brothers, who keep a furniture store on Woodward avenue. He was a heavy man; when I got hold of him he was near gone, and I came near losing my own life in getting him out. June 21st, 1870, I saved a man called Mr. George Brodier. I was eating dinner at the time, when some person came running in after me, saying, "there is a man in the river." I ran out and jumped into the river, and as soon as I got near him he clutched me like a vise and took me under the water twice. When I came to the top the last time, my father handed me a long pole, which I caught, and that saved me. He was a powerful man, and kicked and struggled so hard that he made my legs black and blue for many months.

My mother goes to the edge of the wharf with me very often, when I jump in; but when she sees persons struggling in the water and drowning, she never holds me back.

RISKING HIS LIFE WHEN FIVE HUNDRED STOOD IDLY BY.

August 24th, 1871, I saved the daughter of Mr. A. Wilson, of Milwaukee. March 4th, 1872, I saved a colored man by the name of George Wilkes; he fell off the wharf while under the influence of liquor, but I think he has been a sober man ever since. July 4th, 1873, I saved the daughter of Mr. F. Barlow, a butcher, who keeps a stall in the market. She was going on board the ferry-boat *Detroit* with her mother and some other ladies; the crowd was very great, being the Fourth of July, and although her mother held her by the hand, the crowd surged, and she was crowded off the plank and fell into the river. There were about five hundred people on the wharf at the time, and they were all staring at the poor girl struggling in the water, not one of them daring to go to her rescue. I was in the house when some one came to give the alarm, and when I got out there I could just see her dress as she was going out of sight, four or five feet below the surface. I jumped in and caught her, and when I got out on the top of the wharf with her the people gave me three cheers. March 6th, 1873, I saved a young lady called Miss Louise McKenzie. This was the closest call I ever had for my life. I was in the water

about seventeen minutes, and the river being full of floating ice at the time I was nearer dead than alive when I got out. Four men carried me into the house, and they rubbed me with hot whisky for over four hours before circulation was restored to its normal condition. This severe exposure made me sick, and it was over three months before the right feeling was in my hands.

You will remember this incident, for you came to me when I was unwell. I regret very much at this time I lost the beautiful medal presented me by the citizens, and I think you were one of the gentlemen connected with its presentation. I have been informed that I would receive a medal from the British Parliament, but it has not come. I don't ask any.

I saved "a poor unfortunate individual" last month, when I took a severe cold, and as I was lying in bed reading the proceedings of Congress, I saw something about an appropriation for medals to persons for saving life on the seashore, and I thought then that some gentlemen would be very likely to remember also those who saved life on the northern lakes and rivers. There are many other cases which I don't mention, as I have not got their names. You must know yourself of a great many, as your place of business and warehouse are near by, and I recollect seeing you several times when rescuing people from a watery grave. Wishing you and your family good health, I remain, very truly yours,

(Signed) JOHN HORN, Jr.

"Come unto me, all ye that labor and are heavy laden, and I will give you rest.

Take my yoke upon you, and learn of me; for I am meek and lowly in heart: and ye shall find rest unto your souls."—MATT. 11: 28, 29.

For the Sailors' Magazine.

OCEAN PIONEERS.

NO. II.

BY REV. CHARLES J. JONES.

"These are the moral conquerors, and belong
To them the palm branch and triumphal song—
Conquerors,—and yet the harbingers of peace."

Miss London.

Organized effort for the evangelization of seamen is a matter of recent date. Its history lies wholly within the limits of the present century. The oldest association for this object, it is believed, does not date back more than seventy years. "The Naval and Military Bible Society," the first in the world, was organized in 1804. It grew out of a society which was formed for the purpose of giving the Bible to the soldiers quartered in Hyde Park, London, in 1780.

This organization was originally designed to furnish the Word of God to seamen in the Royal Navy, and in the East India Service, but was subsequently made to include merchant seamen and fishermen.

In 1810 a correspondence was entered into by Rev. George C. Smith, of Penzance, with some prominent Baptist clergymen of London, with a view to the formation of a society for the evangelization of the men of the sea. His efforts, however, met with but little encouragement. It was evident that the Lord's time for united Christian effort had not yet come. But that individual believers had begun to look with sympathy on the neglected tars, the correspondence itself attests.

As there were Reformers before the Reformation, so were there noble Christian souls, who mourned over the moral desolation of the sailor, and who prayed and labored in their own limited spheres, for his salvation, before the Church

had awaked from a sleep of centuries, to her responsibilities in this direction. Among the earliest of these individual efforts which go back almost two centuries, honorable mention deserves to be made of the labors of Rev. John Flavel, a devoted and evangelical minister of the established church, for many years settled in Dartmouth, in Devonshire—whose sermons on "Navigation Spiritualized," and "The Seaman's Farewell," were preached as early as 1670, and afterwards extensively published. Those sermons were not only blessed of God in the salvation of many of those for whom they were originally prepared, but they proved a stimulus to others to enter into the work. They even induced ship-owners to have annual sermons delivered to the crews of vessels before leaving port for the deep-sea fisheries. This custom was also adopted at Teignmouth and other places, and resulted in great good.

Contemporary with Mr. Flavel, (1651–1685), was the Rev. Mr. Ryther—a dissenting minister of Wapping, on the Thames—who, witnessing the immoralities and careless living of the sailors who swarmed within the limits of his congregation, and sympathising with them in their neglected condition, invited them to his chapel, and preached a series of sermons for their special benefit.

Wapping has always been associated with shipping, ship-stores and sailors. It was here, in 1683

that the wretched Jeffreys was identified through his disguise of a sailor's dress, when he endeavored to flee from popular vengeance, excited by his long course of atrocious cruelty on the judicial bench. From its earliest epoch, this locality has been crowded with public houses, swinging nautical signs. There is one almost poetical story connected with it. A sailor returning from the West Indies, brought with him a new plant of curious beauty. His old mother set it, in the pride of her heart, in her little front window, where it attracted the attention of Mr. Lee, the great florist, of Hammersmith. He bought the plant, and in a short time propagated and sold three hundred fuschias at a guinea each.

In the midst of this rendezvous for sailors, the chapel of Mr. Ryther was located, and here many souls were given him as seals to his ministry from among the men of the sea. But at the close of the last century the want of accommodation for shipping was so great, that this old landmark which was so often crowded with these otherwise neglected men, was torn down to make way for the construction of the London docks.

Mr. Ryther also availed himself of the advantages of the press, and published a volume of practical sermons for sailors, and in many other ways gave evidence of his true affection for his nautical friends, and of his zeal for their spiritual welfare.

Just across the river from Mr. Ryther, and at about the same time, (1652-1674),

REV. JAMES JANEWAY,

minister of the Independent Chapel at Rotherhithe, became deeply interested in the welfare of these ocean wanderers, and threw his whole soul into the same self-denying

work of preaching to them the riches of redeeming grace. He, too, was blessed in his deed. It is stated that his chapel was crowded with seafaring men, who listened with deep interest to the sermons he preached to them, proving that, however much they had been decryd on account of the looseness of their lives, they, at least, appreciated the kind efforts of those servants of God who had evinced an interest in their welfare by their self-denying labors for their salvation.

These devoted men, however, were in advance of their times. Their faith differed materially from that of the multitudes of professing Christians around them, who seemed to take no heed how the sailor lived or how he died. Others had heard, doubtless, as well as themselves, of the impure lives, and of the immoral excesses of these men of the sea, and, perhaps, at times, had even witnessed them, yet they did not feel called upon, personally, either to reprove or entreat them, but left them to perish in their sins, easing their own consciences by the reflection, "They are sailors; they are hopeless. It is useless to attempt to do anything for them!" They seemed to have forgotten—if, indeed, they had ever read it—that "God is able to save to the uttermost," and that a promise of their conversion had been recorded in God's Word twenty-five centuries before, which promise associates these very men with the conversion and ingathering of the nations to Christ. It is not to be wondered at, then, that God, seeing that the faith of his own people was so weak, should take the work into his own hands, and make the seamen, in a large measure, the arbiters of their own eternal destiny. This he did in a wonderful way. As if to rebuke

the church at large for her timidity and want of faith and zeal, the sailors, themselves, were permitted to take the initiative in the work.

Through the agency of a few devout Methodists, who were laboring along the shore and in the seaport towns, the germs of divine truth were borne out to sea, and found a lodgment in the apparently ungenial soil of the berth, and gun-decks, and cabins of British men-of-war, which, at that time, were considered as "hells afloat." "Their preachers," says a Baptist co-laborer, "were plain, warm-hearted men, full of love and zeal for Christ and precious souls. They were so remarkably blest that I have scarcely ever met with a sailor converted to God at that time, 1790-1800, who was not a Methodist, and who was not full of energy and usefulness to all around him."

In 1797, a fisherman, of Yarmouth, who had been brought to a saving knowledge of the truth through the labors of these Methodists, sailed for the Dogger Bank, off the coast of Holland, and labored successfully in winning souls for Christ from among the vessels of the fleet. He refused to take any fish on the Lord's Day himself, and endeavored to persuade others to follow his example. He subsequently became King's Pilot in a man-of-war, and at the battle of Copenhagen, under Nelson, in 1801, he was a witness for Christ among many thousands of wicked sailors, doing all he could for their salvation. On being paid off he returned to Yarmouth, where he labored zealously among the men of his own class in connection with the Methodist. Here he was made the happy instrument of the conversion of the mate of a vessel by the name of Wilkes, who subsequently became a captain, and was among the first to extend the Bethel

prayer meetings on the River Thames, long before any Bethel society was organized.

The moral condition of seamen, at the close of the last century, was dark indeed. This was true both of the naval and the mercantile marine. A sailor of that period (afterward the Rev. George C. Smith) says: "I have seen a host of ship-wrecks on the coast (of England) and sailors perishing, but I never saw one minister or church member near any of us at that time. Sailors were generally neglected. No person came to us with a Bible or a religious tract, nor did I ever see a Bible in any ship in which I sailed from the Battle of Camperdown; in 1797, to the Battle of Copenhagen, in 1801. And, again, "I lived three years at Plymouth Dock (from 1803 to 1806) and I never saw, or heard of one single effort being put forth to do the sailors good. Every minister in Plymouth Dock and in Stonehouse was in the habit of going over to the other side when they met a party of drunken sailors. Never did I hear in those three years the subject of preaching to sailors ever mentioned in either of the towns. If a sailor dropped into a place of worship he would hear the Gospel, but no man cared for or sought after the sailor's soul." It would be difficult to conceive of a deeper moral night than that which for centuries had settled down upon the sea. Yet, as in the darkness of physical night the stars often shine through with such convincing power that

"An Atheist half believes a God,"

so in this almost Egyptian darkness of moral night, some bright stars, aflame with the reflected beams of the Sun of Righteousness, shone out, and afforded evidence that God—as of old—still compassionated the men who rode the stormy wave. It is related that as

early as the 1st of June, 1794, at the great battle of Cape St. Vincent, there was a band of praying men on board the *Bellerophon*, '74, who met regularly for the reading of the scriptures and prayer, and who made every exertion to diffuse abroad the savor of the knowledge of Christ among their shipmates. At that time, and amid the general immoralities and infidel statements that prevailed, the men who professed Christ on board a man-of-war, whether forward or aft, took their lives in their hands, and displayed more real courage in maintaining the cause of truth among their ungodly shipmates than they did when "yard-arm and yard-arm" they battled with the foes of their country to sustain the honor of the Royal Standard of St. George.

Rev. Richard Marks, himself a converted sailor, formerly a lieutenant in the Royal Navy, said, in a sermon preached at the Church of St. Bride's, London, "When man had altogether given us up to perish, God took the work into his own hands, and poured out his Spirit upon us in the navy. He began this work on the ocean, on board a few ships, where neither chaplain nor spiritual guide was found. It was in the darkest, the most threatening period of the late war, when we were cut off from our homes, from teachers, from churches and chapels, from admonishers and friends, that the Lord Jehovah, by his own spirit, awakened here a poor sinful seaman, and there a stern and profane officer, to a sense of their danger, and to the supreme importance of eternal things. The same blessed Spirit that convinced them of sin directed their eyes and drew their hearts to Jesus Christ. The Author and Giver of every good and perfect gift gave them repentance unto life

and faith to believe. Theirs was a lively faith, which wrought by love and purified their hearts, and made them at once as conspicuous among their comrades as a new creature, once dead in trespasses and sins, could well be when quickened by the Holy Ghost. Having themselves tasted that the Lord was gracious, though rude of speech, and but little versed in the wisdom of this world, and less in the sciences and arguments of the schools, yet the love of Christ constraining them, they looked round on their profane and thoughtless shipmates, the fire of Christian compassion kindled within them, and as God gave them utterance, they spake with their tongues, in unpolished language, it is true, but with all the eloquence and simplicity of warm and feeling hearts beseeching sinners to be reconciled unto God. Their custom was to assemble a few of their shipmates, in some retired part of the ship, where, screened round with a few old hammocks, or a piece of worn-out canvas, they read their Bibles, and, in their unadorned but earnest manner discoursed of heaven and of hell—of death and of judgment—of the sins of men, and of the merits, the sufferings, the love, the death of Christ. Thus did the Lord begin to attack the power and reign of Satan, even where his throne seemed to be established. It was a day of small things, but it was not in vain in the Lord. The people of God on the shore knew not of the rise and progress of the work. Little were they aware how the Almighty was planting his gracious footsteps on the sea, and thus riding in mercy amidst winds and storms. Neither did they, for a long time, hear of the scoffs of those who blasphemed their praying shipmates, nor learn what persecutions some of them

endured for the name of Jesus. Year after year passed away, while amidst all the difficulties, the evils and horrors of maritime warfare, this little leaven continued to extend its influence, so that at the conclusion of the war in 1814, we had a band of praying officers or seamen on board about four-score ships of the Royal Navy. To that period my mind looks back with unspeakable interest, and as often as all the trying and encouraging circumstances of those times pass in review, I bless God that he ever permitted, that he ever enabled me to take a feeble part in these humble assemblies, in those weak but well-meant endeavors to warn, instruct, and encourage a few poor seamen to flee from the wrath to come."

Some further references to these delightful scenes must be reserved for a future number.

Farragut at Ten.

I preached one Sunday in the parlors at Long Branch. The war was over, and Admiral Farragut and his family were spending the summer at the Branch. Sitting on the portico of the hotel on Monday morning he said to me, "Would you like to know how I was enabled to serve my country? It was all owing to a resolution I formed when I was ten years of age. My father was sent down to New Orleans, with the little navy we then had, to look after the treason of Burr. I accompanied him as cabin-boy. I had some qualities that I thought made a man of me. I could swear like an old salt; could drink as stiff a glass of grog as if I had doubled Cape Horn, and could smoke like a locomotive. I was great at cards, and fond of gaming in every shape. At the close of dinner, one day, my father

turned everybody out of the cabin, locked the door, and said to me, 'David, what do you mean to be?' 'I mean to follow the sea.' 'Follow the sea! Yes, be a poor, miserable, drunken sailor before the mast, kicked and cuffed about the world, and die in some fever hospital in a foreign clime.' 'No,' I said, 'I'll tread the quarter-deck and command, as you do.' 'No, David; no boy ever trod the quarter-deck with such principles as you have, and such habits as you exhibit. You'll have to change your whole course of life if you ever become a man.' My father left me and went on deck. I was stunned by the rebuke and overwhelmed with mortification. 'A poor, miserable, drunken sailor before the mast, kicked and cuffed about the world, and to die in some fever hospital! That's my fate, is it? I'll change my life, and change it at once. I will never utter another oath, I will never drink another drop of intoxicating liquors, I will never gamble.' And, as God is my witness, I have kept those three vows to this hour. Shortly after I became a Christian. That act settled my temporal as it settled my eternal destiny."—*Leaves from the Tree of Life.*

1775—1875.

THE PRESENT AND FUTURE OF AMERICA, AND
THE WORLD.

The following eloquent passage occurs in the Thanksgiving sermon of our chaplain, Rev. Dr. DAMON, preached Nov. 25th, in the Fort Street Church, Honolulu, S. I., and published by request.

"It is in no spirit of vanity and boasting that I would invite you to contemplate the Republic of America, having, in one hundred years, increased from three to forty millions of free men. As a nation, it is a power in the world, and never was that power more sensibly felt than when rent by civil war. The agitation thereby

caused was felt among the remotest nations on the globe, and the commotion has not yet ceased. One day's fighting of a Monitor in James' River, revolutionized all the naval armaments of the world. Not only American ideas have proved revolutionary in warfare, but in politics, commerce and religion. The simple idea of separation of Church and State, so firmly established in America, cannot long be confined to the western world, but must revolutionize all Christian nations. Coming events are now casting ominous shadows over the Old World. The issue cannot be avoided or averted. It is a most gratifying fact that accompanying the awakened spirit of commerce, trade, manufactures, discoveries in mechanics, progress in steam and the telegraph, there is not wanting religious activity and an earnest desire to promote the cause of missions among heathen nations. A. D. 1875 stands in marked contrast with 1775. One hundred years ago the church universal was well nigh asleep, so far as regards efforts for the conversion of the world. All the foreign missionary and Bible Societies of both Europe and America, have been called into existence during the past one hundred years. One century ago, only one edition of the Bible had ever been published in America, that being Elliot's Bible in the Indian language of Massachusetts. Now the American Bible, and British and Foreign Bible Societies are printing the sacred volume in over two hundred languages and dialects. Missionaries from these two nations have reduced forty different languages to written forms. The Gospel is now being preached, for a witness, in almost every nation. The heaven of evangelistic truth is rapidly permeating all parts of the globe. These are facts for which it is becoming to give thanks on an occasion like the present, when the past century or centuries come under review. We have surely no occasion to say, "former days were better than these." A review of the past inspires us with hope and confidence to go forth and meet the shadowy and unknown future with a firm and manly heart. Who can predict what glorious events may result during the coming century from causes now in active operation? Seed has been cast abroad among the nations of the earth which will ere long yield a glorious harvest. God hath said by the mouth of His prophet Isaiah, that it shall not return void: "For as the rain cometh down and the snow from heaven, and returneth not thither, but watereth the earth and maketh it bring forth and bud, that it may

give seed to the sower and bread to the eater, so shall my word be that goeth forth out of my mouth. It shall not come to me void, but it shall accomplish that which I please, and it shall prosper in the thing whereto I sent it." Such a promise or pledge as this is full of encouragement. God's hand may be discerned in the history of America and the world. He is leading, not only one, but all nations forward to a grand and glorious result. The stone cut out of the mountain without hands was seen to become a great mountain and fill the whole world, so the Kingdom of Christ is yet to be established over all the earth. Whoever is upon the earth at the end of another century to review the history of America and the world, will doubtless witness marvelous and glorious results.

These results may not be unaccompanied with wars and revolutions, but out of these conflicts are sure to arise regenerated nations and a redeemed church. We have no occasion to entertain anxious fears respecting the final issue of all these conflicts. Our world is yet to enjoy a millennial reign of prosperity and peace. To this sublime consummation now tend the converging lines of those moral and spiritual agencies which have, for many long centuries, been running almost parallel, and leading unreflective and skeptical minds to infer that God's hand did not control the destiny of nations and the world. Favored, in standing on this mount of vision, with the past, present and future in view, at the close of the nineteenth century, we may well nerve ourselves manfully to the work assigned to us by the Providence of God, and most cheerfully and hopefully pass over to the rising generation pressing so closely upon our rear, the torch of Science and Art, the banner of Liberty and Civilization, and the blood-stained standard of the Church,—the Cross of Christ,—“towering o’er the wrecks of time.”

Friendship Between Two.

As one's circle of friends is enlarged there can be fewer points in common. Where two only are involved each may live chiefly for the other, as did David and Jonathan. May not this explain why so many holy men of old moved in pairs? Moses and Aaron; Elijah and Elisha; the disciples sent out two and two; Peter and John; Paul and Silas; and in our day Moody and Sankey; all illustrate how helpful to each concerned is a friendship between two. Such a friendship each may have with Jesus himself.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

Belgium.

SAILOR'S READING ROOMS, HANSEATIC }
HOUSE, ANTWERP, Dec. 28, 1875.

To the Rev. Dr. Hall Cor. Sec. and Treasurer:

MY DEAR SIR:

I am right glad to find by the arrival of the SAILORS' MAGAZINE yesterday that you have given a prominent place to Antwerp affairs. Enclosed is a circular issued by the committee giving a financial statement, also one printed by myself, more for our churches, including letters from Bishop Simpson, Mr. R. Pearshall Smith and my college principal, also giving the list of churches which have already helped us with collections. You will also see by enclosed that we are again having special services and that Lord Radstock is helping us. The material and spiritual are going on together. At first I was afraid that the latter would suffer through the former, but God has made the temporal building subservient to the spiritual. It is well when our life, secular and social, is transfigured by the heavenly light and made sacred. I am sure this building undertaking has made me a better man. It has quickened latent energies, widened my sympathies for our sailors and mightily increased my faith in God, showing me at the same time the beauty of this life when it is spent for others and not for one's self.

As your chaplain has long determined not to think of remaining at Antwerp with any debt on this property, and as the chief responsibility is resting upon his own shoulders, it may become necessary for him to travel considerably during 1876, to collect what yet is needed. One thing is certain that if this new building is for the glory of God, He will pay for his own, but how or from where it will come I know not. It may come in small sums by hard plodding or in checks through the post. In this, as in all other things, "the Lord's will be done."

The roof is now being put on. When the building is properly under cover the second payment will be due. Thank God we will be able to meet it. The next two payments will become due in June and three months after that date. We never felt the need of such a place more than now.

The situation and the discomforts of our rooms at all times affects the attendance, but especially in the Winter months. Not only shore people refuse to come but the sailors themselves. Sailors who have

so many hardships and discomforts at sea are (because of these things,) much more sensitive to them when on shore than landmen. These things, combined with the lesser number of ships in port, have thinned our congregation. I heard a captain say to others, as he was leaving the other Sunday, "It helps us to endure the cold if we have a good warm sermon."

It is pleasing to see that notwithstanding these things the Lord has smiled upon us and blessed the work of your mission. I have constantly seen, felt, realized that the Holy Spirit was working in us and with us. "After the morning service (I quote from log) a big, fine-looking sailor, between six and seven feet high, came, and with deep feeling said, I am destroying myself by drink and wretchedness, I want you to tell me what to do to be saved. This was a little remarkable as my sermon was about *patience*, and some Christians would have impeached me with the accusation of not preaching the Gospel." This sailor went to sea and I never saw him more. But I was glad to find the "power of the Lord was present to heal."

For some time I have been encouraged with the fact of a growing interest taken in our mission by many of our regular traders. This is true of some of the steamers, though I am sorry to find on *some* of our regular trading steamers *settled spiritual indifference*. This may have arisen from constant inopportunities to attend religious services till the habit grew, of utter carelessness. Protestants, Presbyterians, Methodists in name, but practical Atheists in life. I know that they are not hopeless, and I pray God they may be awakened from their animalism, pleasure, sloth. But some are receiving and doing good. Many of these officers come immediately to our services, take an active part in our erection, and I am sure many of them drink of this well of living water. The other Sunday evening one of the captains waited for me outside of the Bethel, and said, putting his arm into mine: "I want to tell you why I believe I am saved," and for half an hour we had the most refreshing conversation upon the greatest of all topics, the conversion and the life of God in the soul. Since I first came to Antwerp this captain has found much blessing in our services and there has been a *quiet* but beautiful work of grace going on in his soul. During a recent visit to Holland, I made arrangements for spec-

ial religious services, conducted by one of our active and religious captains, and taken up and continued by Miss Beamish, who is doing a good work in different parts of Belgium. From all I heard upon my return much blessing was received. We are now having others, and Lord Radstock, who preached on Monday last, will also conduct an inquiry meeting, on the last evening of this year which is so near. These special efforts prevent us from degenerating into formalism, and shore people as well as sailors are blessed.

We have not had so many sick seamen (English and American) in the hospital during the present year as in the past. The Rev. Robert Byron, who is not now Consular Chaplain, nor connected in any way with the British Government, has paid regular visits to the hospital, and has helped complete a library for the Protestant Ward, which was commenced by a Belgian (converted Catholic) and your chaplain. My own visits to the hospital have been much blessed to myself, and if equally to the patients, some good must have been the result. At the beginning of this month I buried the remains of an officer who suddenly died from heart disease. The ship's company followed their comrade to the grave. When I addressed them upon the abject weakness and shortness of life, the solemn lesson of standing by the side of the grave of a shipmate in a foreign land, when, where and how they would die, they lifted up their voices and wept and joined in a solemn prayer to God.

I have done my best to obtain and retain the services of an active colporteur, Mr. Vincent, whose place as German Colporteur had been taken by another. He has rendered good service both in the reading rooms and among the shipping. The number of ships he has visited is very great as he spends so much of his time in the docks.

In twelve months he has sold books, Bibles, Gospels, &c., in various languages, 2,572, for which he has received 2,523 francs 80c. During this time a great number of books, papers, tracts, &c., have also been judiciously placed free. It ought to be stated that special attention has been paid to the emigrants, from Russia, Germany and other parts of Europe and Asia, on their way by the Red Star Line, our ocean steamers from this port.

My own visits to the shipping have been many and pleasant, though not quite so numerous as last year on account of my building, but I am sure that any present loss through the building undertaking, will be a future gain.

During the year, I have conducted 104 religious services, attended by some 3,897 seamen, and perhaps about the same number of shore people. Most of the shore people who attend are connected by business relationship or sympathy with seamen. During a part of the year, weekly service was continued on board one of the General Steam Navigation Company's boats, Sunday School once a week, temperance meetings once a week, till the frosty weather set in, prayer meeting with Bible reading once a week; entertainments which are very popular, both among sailors and shoremen, once a month.

I have no account of the numbers who attended all these meetings, but independently of these, some 1,200 sailors came to the reading rooms, chiefly to write letters, but as they are only open the latter part of the day, and as the discomforts are many, the attendance has not been great.

Favorable notices in public papers have been given of your Antwerp Mission during this year. In England, Belgium and Holland, I believe that the year 1875 will be a new starting-point of progress and usefulness. With happy memories we say to the parting, farewell, and welcome the coming year with more complete consecration to God and stronger faith in the Gospel of Christ, which is the "power of God unto salvation to every one that believeth."

Wishing you a very happy and useful New Year,

I am, sir, very faithfully yours,
EDWARD W. MATTHEWS.

Boston, Mass.

Capt. ANDREW BARTLETT, Chaplain of the Marine Hospital in Chelsea, Mass., has just held the seventeenth anniversary of his connection with that institution, and made his annual report. The following is an abstract.

"There has been continued religious interest, many have stood up for prayers. The number of patients for the year, 669; for 17 years, 12,752. Two meetings are held weekly, on Wednesday, conducted by Capt. Bartlett; on Sunday evening, by the churches in Chelsea. About 100 Bibles and Testaments, and 300,000 pages of tracts have been distributed, in ten languages; 58 have signed the pledge, from 15 nationalities; 47 have professed hope in Christ, making the number which Capt. Bartlett has on his list, for 17 years

and who have been, as he hopes, lovingly interested, 801; 20 have died, 526 in 17 years.

Capt. Bartlett mentions gratefully Mrs. Judge Chamberlain, who, as in former years, has distributed books from her library; Dr. Bancroft, Superintendent, and his employees; Mr. Larsen, who speaks and writes the Scandinavian dialects and whose labors are of great value; the Bible and Tract Societies, which have made liberal donations. He has taken collections in 25 churches, and spoken before various public meetings. He has superintended the putting up and sending out 75 new libraries, and re-fitting and sending 52 old ones. Many cases of thrilling interest might be given of sufferers, reformed men, saved men. The meeting was one of much interest. It was addressed by Rev. C. P. Foster, of Chelsea, and W. Pierce, Esq., of Charlestown. About 40 sailors were present, 8 of whom, in response to earnest appeals, rose for prayers, and 6 signed the pledge. Our excellent chaplain is at work with unabated zeal and strong faith that the abundance of the sea shall be converted to God.

In the Salem and Mariner's Church, corner of Salem and North Bennet streets, Boston, the religious interest has been deepening, Rev. S. H. Hayes, Pastor. The prayer meetings show the promised presence of the Spirit. We have frequent and striking cases of conversion, and at this time all the Bethel churches are uniting in a series of union prayer meetings, and at the last 25 men rose for prayers.

January 18th, 1876.

Philadelphia, Pa.

We have received the Twenty-eighth Annual Report of the Churchmen's Missionary Association for Seamen of the Port of Philadelphia, from which we take pleasure in making the following extract.

"Our present missionary, the Rev. Washington B. Erben, who has served in this position for the past eleven years, is, in the estimation of the managers, faithful and competent; he has accommodated himself to the views of the Board, fallen in with their plans, and the success which has attended his labors in this arduous field entitles him to the support and confidence of the Christian community.

The real extent of the work and influence of the Seamen's Mission cannot easily

be measured or thrown into the form of statistics. It is certain, however, that by means of the services in the Seamen's Church, by visitations to ships, wharves, and sailors' boarding-houses, and by our wide-spread distribution of books in various languages, many thousands of seamen have been thus brought temporarily under religious influences. The results of these efforts cannot be ascertained here. The work is pre-eminently one of faith, and we can only trust that, when the "sea shall give up the dead that are in it," many may be found to have been led into the way of salvation by this agency.

The Church of the Redeemer for Seamen and their families has been open for the usual services of the Church every Lord's Day, morning and evening, throughout the year, with an encouraging attendance. Public divine services have also been held on the days of special observance, and on Thursday evening during a greater portion of the year.

The number of public services was 150. Number of visits to families, ships, sailors' boarding-houses, &c., during the year, was about 1,670. The number of families at present under the missionary's care, and visited, about 600. The number of baptisms during the year, 48. Number of burials attended, 27. Number of marriages, 17. Candidates confirmed, 5. Present number of communicants, about 50.

A large quantity of religious reading matter, including Bibles, prayer-books, papers, tracts, &c., in various languages, English, Swedish, Danish, German, Spanish, &c., has been gratuitously distributed during the year. This work of book distribution is constantly going on, and is doubtless one of the most effective means of missionary work among the seamen. The number of Scandinavian families living near this Mission Church is becoming quite large, and the pastoral work of the missionary among them is increasing.

Norfolk, Va.

How greatly the labors of our excellent Chaplain CRANE, (who is ever at work endeavoring to interest the people in religious services,) are appreciated, will appear from the following notice which we take from one of the papers of that city:

"The inauguration of the Sunday evening "Service of Song" at the Bethel last Sunday night was a decided success. The house was filled with a deeply-interested congregation, who listened with delight to the soul-stirring hymns from the Moody and Sankey collection, which were rendered with admirable effect by a choir of good singers, with a cabinet organ accompaniment by Mr. H. C. Percy. The hymns were new to most of those present, but they soon learned the strains, and joined heartily in the singing. Impressive remarks were made by the Chaplain, Rev. E. N. Crane, on "Time and Eternity," appropriately chosen as the theme for reflection on the first Sabbath of the New Year, to which the entire service had reference. Others took part in the service of praise and prayer and Christian conference, and the prevailing feeling seemed to be that these Sunday evening meetings will be very attractive and profitable. They will be continued, the theme chosen for the next meeting being "The Great Salvation." All are cordially invited to attend."

The Semi-Centenary of the Norfolk Seamen's Friend Society is to occur February 14th, when Chaplain Crane is expected to deliver an historical discourse. The occasion will be of great local and general interest.

Savannah, Ga.

Rev. RICHARD WEBB, Chaplain, in a recent letter, says: "I do not know how we could get along without the appropriation you make us. * * * I do not show much in the way of results, but I am fully persuaded that my work is blessed and owned of God. The largely increased attendance and attention mean something. I think it is owing, in a measure, to the religious interest among seamen in New York."

The Anniversary of the Savannah Port Society is to occur Sabbath evening, January 23d.

New York.

Report of D. C. SLATER, for the month of December, 1875:

"Seamen's boarding-houses visited, 291; vessels (of all classes) visited, 172; attended day and evening meetings, 48; hospitals visited, 6; preaching service on vessels, 4; had prayer with, and assisted seamen in various ways, often; religious conversation with seamen, held often.

Distributed on board of vessels, seamen's boarding-houses, and in meetings, a good number of tracts in various languages, religious and temperance papers, "LIFE BOATS" and MAGAZINES (also to sick seamen in the hospitals).

NOTE.—The fruit of the above missionary labor, the Lord hath permitted me to see, both individually and in connection with my brother missionaries in Christ Jesus."

Brooklyn, N. Y.

"During a few weeks past we have been favored with a decided religious interest in our Bethel. Over twenty persons have asked for prayer, a number of whom profess to have found "peace in believing." Among these are ten whose business is on the water. Others are serious, and publicly express a desire to be prayed for. Our Sabbath-school is in a prosperous condition. We have several children from the canal boats, laid up in the Atlantic Basin."

E. O. BATES, *Missionary*.

A Sailor's Letter Worth Reading.

ST. JOHN'S N. F., Jan. 3d, 1876.

MR. BORELLA:

DEAR SIR AND BROTHER:—According to promise I send you a line announcing my safe arrival at the above port, after a se-

vere passage. We encountered bad weather from the time we started, but thank God we arrived safely and with no very material damage to vessel, December 29th.

I cannot at present tell you what we are going to do, but I expect it will be ballast to the West Indies and thence to New-York, where I hope to return safely and be once more with you, and I trust to form again one of your flock at the "little church up stairs" in the SAILORS' HOME, for I have not forgotten the many happy hours I have spent there, and neither have I forgotten that there I found that peace which I earnestly pray may ever remain with me. I trust that the good work is still going on and that many souls have been added to the redeemed since I left.

I can truly say that I have never in my life, so realized the feeling of *knowing* our blessed Saviour, as I have done since I first became associated with yourself and your co-laborers in this most glorious work, of calling the scattered sheep to the fold, and teaching them the grand and beautiful truths and promises contained in the great book. Oh! that many, many more may come to him. I cannot tell you how grateful I feel to God for His goodness in opening my eyes before it was *too late*. Too late! what a dreadful fate for those who should be too late; for those who come but find the door shut—too late then—but blessed be God that in His infinite mercy he shows us a way to come to him and be saved. I have felt very deeply His great mercy and goodness towards me in saving me, before it was too late, and daily do I pray to Him to help me, and to keep me steadfast in the right path, and that I may never so go back again into the world as to neglect Him or cease to work for Him until it pleases Him to call me away. I do not forget to pray for you and all those brothers and sisters who are so earnestly laboring in His vineyard, and I know, dear friend, that you remember to pray for me. May God bless and prosper you in your work.

I would wish you to remember me to our good Pastor of the Sea and Land, and tell him I often think of him and his sermon from the text "*Fear not, little flock.*" I felt much consolation from these words and with God's help I trust to keep them ever in remembrance. I would also desire you to remember me to others of our congregation who evinced such great kindness towards me during the short time I was with you, and with them I must associate the names of Mr. and Mrs. Alexander, of the SAILORS' HOME.

In conclusion I would say that I wish you a very happy New Year, and may God prosper you in your work during the present year, the beginning of which we have been permitted to see. May God bless you, and believe me to remain,

Your sincere friend and brother,
J. S. B. BROWN,
Brig *Osprey*.

Awaiting God's Call.

An old subscriber and donor to our work who "sailed the seas over" for many a year, writes as follows, requesting a continuance of THE MAGAZINE.
—ED.

—, Jan'y 5th, 1876.

DEAR FRIEND:

This will inform you that my Heavenly Father has not called me home yet; he keeps me here for purposes only known to himself. I am sailing along under easy canvas, making very good weather of it for a man eighty-four years of age, waiting, as I trust, with my anchor *short a peak*, ready to *break ground* and square away for the port where Jesus is."

L. O.

Extremes Meet.

The following letters came to us by the same mail. We print them because they show how both youth and age are interested in our work.

ED. MAG.

HUDSON, N. Y., January 7th, 1876.

REV. S. H. HALL, D. D.

DEAR SIR:—Please find enclosed ten dollars for the SEAMEN'S FRIEND SOCIETY.

In regard to the SAILOR'S MAGAZINE, I feel that I have no longer any right to expect, or to request that the Society should continue to send it to me. I have received it nigh on to forty years, and now at seventy-eight it is right it should be discontinued. That God may continue to bless the labors of this noble Society is the prayer of

Yours truly,
MRS. R. J. WELLS, L. M.

—
TROY, N. Y., January 7th, 1867.

DEAR MR. HALL:

Here are ten cents, my New Year's gift to the Lord. MARY F. CUSHMAN,
5 years old.

"Bethel Flag."

We have received a copy of a spirited little paper with the above title, printed by Franklin and Eddie Southworth, (aged respectively 13 and 12 years,) sons of our worthy Chaplain at Portland, Me., Rev. F. SOUTHWORTH. It notices the services in the Bethel, and must be useful in calling attention of sailors and others to religious things. We hope it may prove self-supporting.

Obituary.

Capt. MATTHEW SAYRE died at his residence in Cairo, N. Y., October 1st, 1875. He was seventy-one years of age, and very greatly respected by those who knew him.

Ecclesiastical Action.

SYNOD OF LONG ISLAND.

The Rev. Chas. J. Jones was heard in behalf of the AMERICAN SEAMEN'S FRIEND SOCIETY, when it was unanimously

Resolved, That in view of the religious privations and moral destitution of seamen, between two and three millions of whom "do business in great waters," and in view of the facilities they possess for advancing or retarding the spread of the Gospel in foreign lands, this Synod urges upon the churches within its bounds the claims of this useful but neglected class; and further, that it recommends to their prayers, their sympathies, and their benevolence the AMERICAN SEAMEN'S FRIEND SOCIETY, which has labored so long and so successfully, and is still laboring, for their evangelization in so many parts of the globe.

Sailors' Home, 190 Cherry Street.

MR. ALEXANDER reports one hundred and ninety-three arrivals at the HOME during the month of December. These deposited with him \$1,050, of which the

sum of \$560 was sent to relatives, \$150 placed in the savings banks, and the balance returned to the depositors. In the same time twenty men went to sea from the HOME without advance, and three were sent to the hospital.

The religious interest among seamen in the port still continues. Several hopeful conversions have recently occurred at the HOME. A cabinet organ has been placed in the chapel of the institution, which greatly assists to give interest to the evening services.

Position of the Principal Planets, for February, 1876.

MERCURY is an evening star until the 13th at 4m. past midnight, when it is in inferior conjunction with the sun. During the remainder of the month it is a morning star; is in conjunction with the moon on the morning of the 23d at 6h. 33m., being 6° 33' north.

VENUS is an evening star, setting on the 1st at 7h. 51m., and 9° 50' south of west; is in conjunction with the moon on the morning of the 28th, at 3h. 21m., being 1° 53' south.

MARS is an evening star, setting on the 1st at 10h. 13m., and 6° 5' north of west; is in conjunction with the moon on the morning of the 29th at 6h. 10m., being 2° 42' north.

JUPITER is considered as a morning star up to the evening of the 19th, at 11h 5m., when it is in quadrature with the sun; is in conjunction with the moon on the morning of the 17th, at 7h. 56m., being 5° 44' north.

SATURN is an evening star until the afternoon of the 17th at 3h. 53m., when it is in conjunction with the sun. During the remainder of the month is a morning star; is in conjunction with the moon on the 24th, at 8m. past noon, being 1° 23' north.

R. H. B.

N. Y. University.

Disasters in December, 1875.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month is 49, of which 27 were wrecked, 9 abandoned, 2 burned, 1 capsized, 1 foundered, and 9 are missing. The list comprises 2 steamers, 5 ships, 8 barks, 6 brigs, and 28 schooners, and their total value, exclusive of cargoes, is estimated at \$945,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *b* burned, *c* capsized, *f* foundered, and *m* missing.

STEAMERS.

Deutschland, *w.* from Bremen for New York.
Lizzie Baker, *w.* from Jacksonville for Savannah.

SHIPS.

Sparkenhoe, *a.* from Bristol, E., for Pensacola.
Emily Farnum, *w.* from San Francisco for Departure Bay.
Helen Morris, *b.* from Shields for San Francisco.
Souvenir, *w.* from Antwerp for Charleston.
Khandeish, *w.* from San Francisco for Liverpool.

BARKS.

Celibataire, *w.* from Pascagoula for Caen.
Eagle, *a.* from Leith for Pensacola.
Esperanza, *w.* from St. John, P. R., for Savannah.
Nornen, *m.* from New York for Queenstown.
Selma, *w.* from Darien for Griefswald.
Chitto Gattorno, *f.* from New York for Queens-town.
J. J. Bernard, *w.* from St. Thomas for N. York.
Jenny, *w.* from Pensacola for Bristol, E.

BRIGS.

Lucy Ann, *w.* from Puget Sound for San Francisco.
Chas. Wesley, *a.* from Bucksville, S. C., for Searsport.
Z. Williams, *m.* from Weehawken for Bangor.
J. H. Dillingham, *w.* from Goree for Marseilles.
Anna Mitchell, *w.* from St. Domingo for Boston.
Walter Howes, *w.* from Havana for Cardenas.

SCHOONERS.

Speaker, *w.* ——— for York, Me.
Modoc, *w.* from Chatham, N. B., for Boston.
Nonpareil, *w.* from Rockland for Sedgwick, Me.
Sunshine, *w.* from San Francisco for Coos Bay.
Aaron Perkins, *w.* from Bay of Islands for Salem.
Rambler, *w.* from San Antonio for New York.
Delmont, *w.* from Philadelphia for Portland.
A. F. Bonney, *m.* from Perth Amboy for Richmond, Va.
Kate S. Cook, *w.* from Jacksonville for Mosquito Inlet.
J. Tinker, *a.* from Salem, Mass., for Tremont.
Highland Lass, *m.* from Boston for Rockport, Me.
Ida, *a.* from Boston for Cherryfield.
Pennsylvania, *c.* from Richmond for Philadelphia.
John D. Sanborn, *m.* from San Francisco.
Norma, *a.* from Plymouth for Jacksonville.
G. Plummer, *w.* from Turks Islands for Wilmington, N. C.
Abby M. Heath, *a.* (Fisherman).
Benny Ives, *a.* from Boston for Ellsworth.

Anthony Kelly, *w.* from Virginia for New York.
Nicanor, *w.* from Boston for Newport.
D. S. Mershon, *m.* from Philadelphia for Cambridge, M.

Pharsalia, *m.* (Fisherman.)

N. & H. Gould, *m.* from Philadelphia for Boston.

Cyrus Fossett, *w.* from New York for Martinique.

Winona, *b.* from Bucksport for Boston.

Dawning Day, *w.* (Fisherman.)

Witch of the Wave, *m.* from Tuxpan for Galveston.

Itasca, *a.* from Gloucester.

The number of vessels belonging to, or trading with ports in the United States, reported totally lost and missing during the year 1875, together with those of the previous year, and their estimated value are given in the following

RECAPITULATION

| 1875. | Stea'rs. | Ships. | Barks. | Brigs. | Sch'rs. | Total. | Value. |
|-------------------|----------|--------|--------|--------|---------|-------------|-----------|
| January.... | 3 | 2 | 10 | 5 | 13 | 33 | \$740,000 |
| February... | 4 | 4 | 7 | 7 | 14 | 37 | 833,000 |
| March..... | 1 | - | 5 | 5 | 20 | 31 | 346,000 |
| April..... | 1 | 4 | 5 | - | 12 | 22 | 615,000 |
| May..... | 2 | 1 | 9 | - | 17 | 29 | 1,170,000 |
| June..... | - | 3 | 3 | 1 | 16 | 23 | 460,000 |
| July..... | 2 | - | 5 | 1 | 10 | 18 | 570,000 |
| August..... | - | 2 | 3 | 1 | 13 | 19 | 285,000 |
| September.. | 1 | 3 | 2 | 3 | 20 | 29 | 385,000 |
| October..... | - | 2 | 2 | 7 | 24 | 35 | 277,000 |
| November.. | 4 | 5 | 7 | 5 | 27 | 48 | 1,046,000 |
| December... 2 | 5 | 5 | 8 | 6 | 28 | 49 | 945,000 |
| | - | - | - | - | - | - | - |
| Tot'l for year 20 | 31 | 66 | 41 | 215 | 373 | \$7,622,000 | |
| 1874.— | | | | | | | |
| January.... | 3 | 6 | 7 | 2 | 20 | 38 | 924,000 |
| February... | 3 | 5 | 10 | 6 | 12 | 36 | 825,000 |
| March..... | - | 4 | 9 | 3 | 13 | 29 | 500,000 |
| April..... | 3 | 6 | 13 | 8 | 14 | 44 | 2,162,000 |
| May..... | - | 2 | 10 | 6 | 12 | 30 | 475,000 |
| June..... | 2 | 5 | 3 | 2 | 5 | 17 | 480,000 |
| July..... | - | - | 6 | 1 | 12 | 19 | 142,000 |
| August..... | 3 | 2 | 3 | 2 | 11 | 21 | 885,000 |
| September.. | - | 3 | 5 | 2 | 9 | 19 | 370,000 |
| October..... | 2 | 4 | 9 | 4 | 8 | 27 | 593,000 |
| November.. | 2 | 2 | 5 | 7 | 17 | 33 | 464,000 |
| December.. | 1 | 3 | 11 | 3 | 20 | 38 | 970,000 |

1874.—

| | | | | | | | |
|-------------------|----|----|----|-----|-----|-------------|-----------|
| January.... | 3 | 6 | 7 | 2 | 20 | 38 | 924,000 |
| February.... | 3 | 5 | 10 | 6 | 12 | 36 | 825,000 |
| March..... | — | 4 | 9 | 3 | 13 | 29 | 500,000 |
| April..... | 3 | 6 | 13 | 8 | 14 | 44 | 2,162,000 |
| May..... | — | 2 | 10 | 6 | 12 | 30 | 475,000 |
| June..... | 2 | 5 | 3 | 2 | 5 | 17 | 480,000 |
| July..... | — | — | 6 | 1 | 12 | 19 | 142,000 |
| August..... | 3 | 2 | 3 | 2 | 11 | 21 | 885,000 |
| September.. | — | 3 | 5 | 2 | 9 | 19 | 370,000 |
| October..... | 2 | 4 | 9 | 4 | 8 | 27 | 593,000 |
| November.. | 2 | 2 | 5 | 7 | 17 | 33 | 464,000 |
| December.. | 1 | 3 | 11 | 3 | 20 | 38 | 970,000 |
| Tot'l for year 19 | 42 | 91 | 46 | 153 | 351 | \$8,786,000 | |

The totals for the year 1873 foot up 459 vessels, with a value of \$11,783,000.

Receipts for December, 1875.

MAINE.

| | |
|--|---------|
| Addison, brig <i>Dirigo</i> , Capt Coffin..... | \$ 5 00 |
| North Vassalboro, Joseph White..... | 4 00 |
| Searsport, Young Men's Christian Association, for library..... | 20 00 |
| Capt. Hutchinson..... | 2 00 |
| Thomaston, 1st Bap. church, for lib'y. | 27 00 |

NEW HAMPSHIRE.

| | |
|--|-------|
| Bristol, Cong. church..... | 4 72 |
| Exeter, 2d Cong. church S. S..... | 3 25 |
| Hollis, Cong. church, for library..... | 20 00 |
| Kingston, Rev. J. Chapman..... | 2 00 |
| Littleton, Cong. church..... | 14 50 |
| Manchester, 1st Cong. church, of wh. | |
| \$30, to const. Moses O. Pearson, L. | |
| M..... | 36 73 |
| Pelham, Cong. church..... | 28 25 |

| | | | |
|---|--------|---|--------|
| Rindge, Cong. church..... | 2 50 | Cash..... | 50 |
| Col. Jason B. Perry..... | 1 00 | Norwich, 1st Cong. church..... | 35 00 |
| Windham, Mrs. Eliza Hill..... | 5 00 | 2d Cong. church, of wh. to const. | |
| MASSACHUSETTS. | | | |
| Allston, Mrs. T. Sinclair, for lib'y.... | 20 00 | Joseph A. Smith, and Alfred L. | |
| Amherst, College church..... | 20 00 | Clarke, L. M's, each \$30..... | 76 60 |
| 2nd Cong. church..... | 7 25 | Park Cong. church..... | 64 60 |
| Amesbury and Salisbury, Union ch.... | 9 82 | Broadway Cong. church, to const. | |
| Beverly Estate Charlotte L. Morgan, | | Mrs. Jackson Bell, and Oliver H. | |
| by James Hill, ex..... | 25 00 | Tubbs, L. M's, each \$30..... | 70 65 |
| Boston, Temperance Documents..... | 18 32 | Stonington, 2d Cong. church..... | 44 00 |
| Bradford, 1st Cong. church, for lib'y.... | 20 00 | Woodbridge, Cong. church S. S., lib'y. | 20 00 |
| Chelsea, 1st Cong. church..... | 22 20 | Woodbury, C. J. Minor..... | 5 00 |
| Dorchester Village, Cong. church..... | 17 00 | 1st Cong. church, "L."..... | 25 00 |
| Dover, Orthodox Cong. church..... | 2 00 | NEW YORK. | |
| East Falmouth, Cong. church..... | 15 00 | Binghamton, 1st Pres. church..... | 38 43 |
| Fitchburg, Calvinistic Cong. church.... | 97 50 | Brooklyn, Puritan church..... | 37 00 |
| Georgetown, Orthodox Memorial ch., | | Middle Ref. church..... | 115 48 |
| to const. George J. Tenny, L. M.... | 32 25 | Buffalo, Mrs. S. G. Austen..... | 100 00 |
| Grafton, Evangelical Cong. church..... | 20 22 | J. M. Richmond..... | 25 00 |
| Hanover, 1st Cong. church..... | 3 00 | Caledonia, Pres. church, bal. to const. | |
| Leominster, Cong. church..... | 5 25 | Rev John R. Fowler, L. M..... | 15 00 |
| Lowell, John Street Cong. church, \$80 | | United Pres. church..... | 9 00 |
| fo libraries..... | 130 84 | Deansville, M. E. church..... | 5 02 |
| Pawtucket Cong. church..... | 12 70 | Cong. church..... | 13 50 |
| Newburyport, Bellville Society, Capt. | | East New York, Ref. church..... | 3 33 |
| J. Hale, \$20, for library..... | 64 50 | Harlem, Ref. church..... | 21 83 |
| Ladies' Bethel Society, for New Or- | | Cong. church, for lib'y..... | 20 00 |
| leans..... | 30 00 | Huntington, 1st Pres. church..... | 55 05 |
| Newtonville, Central Cong. church.... | 28 34 | Kinney Settlement, M. E. church.... | 5 45 |
| North Brookfield, Cong. church..... | 20 00 | Liverpool, Pres. church..... | 5 24 |
| Randolph, 1st Cong. ch. and Society.. | 80 00 | Marion, Cong. church..... | 5 16 |
| Rockland, Cong. church and Society, | | Bap. church..... | 6 29 |
| to const. R. J. Lane, \$30..... | 95 00 | Ref. church..... | 8 58 |
| Rockport, Cong. church and Society.. | 39 18 | Mumford, United Pres. church..... | 4 54 |
| Saxtonville, Cong. church..... | 5 61 | New York City, Capt. Jenkins, bark | |
| South Deerfield, Cong. church..... | 32 27 | Palo Alto..... | 1 00 |
| South Wellfleet, 2d Cong. church..... | 12 00 | Capt. West, brig <i>Sussex</i> | 2 00 |
| Wellesley, A. Friend..... | 2 00 | "Patterson and crew, brig C. A. | |
| West Medway, Cong. church..... | 14 50 | <i>Sparks</i> | 1 50 |
| West Warren, Cong. church..... | 9 00 | Capt. Herrick, schr. <i>Santa Rosa</i> | 5 00 |
| Weymouth and Braintree, Union ch., | | 4th Avenue Pres. church, W. F. Lee. | 10 00 |
| for library..... | 25 00 | Mrs. G. B. Grinnell..... | 100 00 |
| Whitinsville, Cong. church S. S., lib's | 40 00 | "Well Wisher," for library..... | 20 00 |
| Winchester, 1st Cong. church..... | 140 50 | Henry A. Hurlburt..... | 100 00 |
| Worcester, Piedmont church..... | 30 60 | Mrs. Emily P. Woolsey..... | 100 00 |
| Salem Street church, M. C..... | 8 50 | William Libbey, Jr., for libraries... | 80 00 |
| RHODE ISLAND. | | | |
| Providence, Central Cong. church, | | John Taylor Johnston..... | 50 00 |
| for libraries..... | 40 00 | Trustees "Murray Fund"..... | 50 00 |
| Pilgrim Cong. church..... | 50 | Samuel B. Schieffelin..... | 30 00 |
| CONNECTICUT. | | | |
| Berlin, 2d Cong. church..... | 4 00 | James W. Beekman, to const. Ger- | |
| Birmingham, Cong. church..... | 26 00 | ard Beekman Hoppin, L. M..... | 30 00 |
| A Family..... | 14 00 | Cash, "A."..... | 30 00 |
| Clinton, Mrs. Maria Griffing..... | 1 00 | Fifth Avenue Hotel..... | 25 00 |
| Danbury, 2d Cong. church..... | 31 76 | A. R. Walsh..... | 5 00 |
| Greeneville, Cong. church, of wh. to | | Mrs. Storer..... | 2 00 |
| const. W. James Lindsley, L. M., | | Lient. Richard Rush, U. S. N..... | 1 00 |
| \$30..... | 36 56 | North Bangor, Rev. D. B. Bradford.. | 2 00 |
| S. S., for library..... | 20 00 | Onondaga Valley, Pres. church..... | 5 00 |
| Groton, A. Friend..... | 6 00 | Oriskany, Cong. church..... | 2 42 |
| Cong. church S. S., bal. for lib'y.... | 7 65 | M. E. church..... | 2 12 |
| Guilford, 1st Cong. church, in part.... | 8 00 | Penfield, Pres. church..... | 3 00 |
| Mrs. Mary G. Chittenden, to const. | | Bap. church..... | 7 00 |
| Rev. Theodore L. Day, William | | M. E. church S. S..... | 2 05 |
| Norton, and Miss Agnes Seward, | | Phoenix, M. E. church, a Friend.... | 1 80 |
| L. M's..... | 100 00 | German..... | 45 |
| Lebanon, William Huntington..... | 1 00 | Poughkeepsie, Mrs. M. J. Myers.... | 30 00 |
| Middlebury, Cong. church S. S..... | 11 46 | Faith chapel S. S., for library..... | 20 00 |
| Milford, Plymouth Cong. church, of | | Rochester, 1st Pres. church, in part.. | 12 00 |
| wh. S. S., \$20, for library..... | 64 00 | Sag Harbor, Geo. Bassett..... | 1 00 |
| New Britain, Special collections for | | Syracuse, M. Wing..... | 1 00 |
| New Orleans, of wh. S. S., South | | Watkins, Pres. church S. S., for lib'y. | 20 00 |
| Cong. church, \$32 85; S. S., Center | | NEW JERSEY. | |
| Cong. church, \$50, and Individuals | | Montclair, Cong. church..... | 74 76 |
| \$190 15..... | 273 00 | Newark 2d Pres. church, add'l..... | 12 96 |
| Norfolk, Cong. church S. S., for lib'y. | 20 00 | New Brunswick, 1st Pres. church, of | |
| Norwalk, Miss Lucy Merrill..... | 1 00 | wh. Miss E. Dayton, \$20, for lib'y. | 22 00 |
| | | Plainfield, Miss Eva Hart, for lib'y... | 20 00 |
| JAPAN. | | | |
| | | Yokohama, W. T. Austen..... | 10 00 |



Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. 11:1.

LIBRARY REPORTS.

WHOLE NUMBER OF LIBRARIES SENT TO SEA, TO MAY 1ST, 1875, 5,233; RESHIPMENTS OF SAME 3,772; NO. OF VOLS., 233,652; ACCESSIBLE TO 212,906 SEAMEN.

During December, 1875, sixty-six libraries, thirteen yet to be assigned, (twenty-eight new and thirty-eight refitted,) were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 4,673, 4, 5, 6, 9, 80, 1, 2, 3, 4, 5, 6, and 4,687, at Boston; with Nos. 5,742 to 5,756, inclusive, at New York. Preceding these, we print, herewith, the record of assignment of the twelve new libraries sent out in November, 1875, and reported in the last number of the LIFE BOAT.

| <i>No. of Library.</i> | <i>By whom furnished.</i> | <i>Where placed.</i> | <i>Bound for.</i> | <i>Men in Crew.</i> |
|----------------------------|---|------------------------------------|-------------------|-------------------------|
| 5723.. | S. S., Cong. church, Greeneville, Conn. | Ship Sabino..... | Europe..... | 21 |
| 5726.. | S. S., Cong. church, Harlem, New York City..... | Bark Mary C. Hale | Marseilles..... | 12 |
| 5727.. | S. S., Cong. church, Windsor, Conn.... | Bark Teekalet..... | Leghorn..... | 12 |
| 5729.. | S. S., Central Bap. church, Middleboro, Mass..... | Ship John H. Kimball.. | Yokohama..... | 24 |
| 5730.. | S. S., Central Bap. church, Middleboro, Mass..... | Ship Grandee..... | Callao, S. A..... | 27 |
| 5731.. | Plymouth Cong. church, Framingham, Mass..... | Bark Shamrock..... | Java..... | 14 |
| 5732.. | Young People's Christian Union, 2d Pres. church, Troy, N. Y..... | Bark County of Rich- mond..... | Montevideo..... | 12 |
| 5733.. | S. S., 1st Cong. church, Oxford, Mass.. | Ship Ventus..... | Valparaiso..... | 20 |
| 5734.. | "E." New York City..... | Ship Spartan..... | San Francisco.... | 27 |
| 5735.. | Prof. J. M. Silliman's S. S. class, Am. Ref. church, Easton, Penn..... | Ship Tam O'Shanter.... | San Francisco.... | 27 |
| 5736.. | S. S., Pres. church, Watkins, N. Y..... | Bark Romo..... | Santander..... | 14 |
| 5737.. | Wm. D. Hilliard Memorial Library, Clinton, Conn..... | Bark George Henry.... | Europe..... | 12 |
| 4673.. | 1st Cong. church, Bradford, Mass..... | Ship Spartan..... | San Francisco.... | 20 |
| 4674.. | Mrs. T. Sinclair, Allston, Mass..... | U. S. Ship Vandalia.... | Cruising..... | 250 |
| 4675.. | M. Leslie Allen, Lowell, Mass..... | Do. do. do. | Do. do. | " |
| 4676.. | A. L. Brooks, Lowell, Mass..... | 3 Mast Schr. H. A. Hart. | Philadelphia..... | 7 |
| 4679.. | S. S., Central Cong. church, Providence, R. I..... | Brig J. A. Devereaux... | West Indies..... | 8 |
| 4680.. | Bap. church, Thomaston, Me..... | Ship Leading Wind.... | San Francisco.... | 24 |
| 4681.. | Mrs. B. F. Fullerton's S. S. class, Pal- mer, Mass..... | Ship Victoria..... | Calcutta..... | 24 |
| 4682.. | S. S., Cong. church, Whitinsville, Mass. | Ship David Brown..... | Madras..... | 20 |
| 4683.. | Do. do. do. do. | Bark Stonewall Jackson | Liverpool..... | 20 |
| 4684.. | Capt. I. Hale, Newburyport, Mass..... | Bark David Draper | New Orleans.... | 20 |
| 4685.. | Mary E. Graves, Chicago, Ill..... | Ship Lamar..... | Melbourne..... | 22 |
| 4686.. | S. K. Chase, Lowell, Mass..... | Ship Sacramento..... | San Francisco.... | 25 |
| 4687.. | A Friend, Chelsea, Mass..... | Bark Albertina..... | Africa..... | 12 |
| 5742.. | S. S., Bap. ch., Holland Patent, N. Y.... | Ship Sea Witch..... | Iquique, Peru.... | 24 |
| 5749.. | Miss Mary C. Bemis, Hartford, Conn.. | Ship Sovereign of the Seas..... | San Francisco.... | 30 |

The thirty-eight libraries re-fitted and re-shipped were :

No. 739, on brig *W. Dobson*, for Barbadoes; No. 1,624, books read with interest, gone to Jacksonville on schr. *A. Ames* No. 1,852, on schr. *E. F. Meany*, for Indianola; No. 2,226, on brig *Starlight*, for Jamaica; No. 3,305, on schr. *S. S. Lee*, for Mobile; No. 3,321, on board schr. *A. Bowlby*, for Jacmel; No. 3,482, on schr. *Maggie and Lucy*, for New Orleans; No. 3,511, on brig *Daphne*, for Liverpool; No. 3,576, on schr. *Myrover*, for Charleston; No. 3,605, on brig *Sussex*, for Havre; No. 3,625, on schr. *B. F. Eaton*, for Laguayra; No. 3,804, on brig *Dashaway*, for Brazil; No. 3,930, read with interest, gone to Martinique, on schr. *W. Deming*; No. 3,942, on schr. *Etna*, for West Indies; No. 4,096, on schr. *C. Borden*, for Greytown; No. 4,104, on brig *Guisborough*, for Mexico; No. 4,281, on brig *River Queen*, for Europe; No. 4,415, on schr. *S. A. Seaver*, for Charleston; No. 4,431, on brig *Genoa*, for Europe; No. 4,506, on brig *Susie Strout*, for Cardenas; No. 4,534, on steamer *Liberty*, for Cuba; No. 4,557, on schr. *Pajaro*, for Havana; No. 4,728, on brig *Aquidneck*, for Rio; No. 4,771, on Bark Clifton, for Lisbon; No. 4,794, on schr. *Washington*, for Galveston; No. 4,761, on brig *L. Zittleson*, for Cardenas; No. 5,007, on schr. *Mary Helen*, for Pernambuco; No. 5,054, on bark *Hancock*, for Europe; No. 5,287, on bark *J. E. Ward*, for Oporto; No. 5,295, on brig *C. Green*, for Key West; No. 5,322, on schr. *T. W. Holder*, for Gaudaloupe; No. 5,519, on brig *Leonora*, for Bristol.

No. 2,288,* returned—the books having been read with much interest, gone to West Indies on schr. *Leona*, six men. No. 3,049, has been six years at sea—returned from New South Wales in good condition and much used—has been very useful, gone to Cape Verde Islands on schr. *Jennie Cushman*, ten men, care of

*Contributed by Geo. C. Treadwell, Albany, N. Y.

Captain Johnson. No. 3,696,* returned and gone to Rio Grande in schr. *C. S. Moody*, six men. "This Library has been on board our vessel two years—the books have been read and re-read and highly appreciated by all. We feel very thankful that such good reading comes within our reach." No. 4,046, heard from at sea—is on board schr. *Addie F. Cole*, is in good order and has been much used. "Often have we been glad to see the crew spending their leisure hours reading these good books. My prayers for your success. E. C. P."

No. 437,† returned, the books all much used. Gone to Galveston on schr. *M. S. Lewis*, 8 men.

GOOD WISHES AND GOOD WORKS—A LETTER WITH BALLAST IN IT.

No. 4,623. "Our Library has been well read, and the spelling books added were the means of teaching one man to read, and several improved in writing. I trust you will find the means of carrying on your good work, as it is teaching many of the poor sailors to turn their thoughts from worldly to heavenly objects. I think it is one of the best means of doing good on the ocean, employing, as it does, the lonesome hours of the sailor. I trust that the time will soon come when we shall see those who go down to the sea in ships, converted to the Lord, and when the sea shall give up its dead that we shall all stand around that throne where there will be no more sea, and no more parting. One seaman died on our passage, and I trust I was the means of pointing him to the Lamb of God which taketh away the sin of the world. I send you \$28.50 collected from officers and crew, to help along the good work on which you are engaged.

HORACE ATWOOD,

Master ship Victoria."

Gone to West Indies in the schr. *Sophia*, Capt. Magie, 7 men.

*Contributed by Sunday School Congregational Church, Stockbridge, Conn.

†Contributed by Sunday School Baptist Church, Lima, N. Y.

STRONG TESTIMONY.

"MOBILE, Jan. 3d, 1876.

To the *Am. Seamen's Friend Society*, N. Y.

The Library put on board my vessel on the last voyage was very much read notwithstanding the fact that most of my crew were Irish and very strong Romanists. My wife took charge of the books, and had them placed at the disposal of the men, on Sundays. I could plainly see that they were very much interested in them. I must say that, in my experience, I know that your Libraries tend to improve the morals of seamen very much. I hope the work may prosper. Enclosed please find \$5.

Your most obedient,

D. W. C., Br. Ship *Lizzie C. Troop*."

MORE OF IT, AND A DONATION.

BALTIMORE, Jan'y 5th, 1876.

American Seamen's Friend Society :

Your Library, No. 4,957,* which was sent on board the bark *Yamoyden*, of Baltimore, September 20th, 1875, for Rio Janeiro, has been of great service to all on board. I believe every one has been interested in the books. They have been well read. As for myself I feel that my spiritual strength has been renewed by these Libraries. May God still continue to bless the SEAMEN'S FRIEND SOCIETY. I should feel lost without your books on board. When ready to sail, I should like another and will write for it. Many thanks and a donation of \$11 on behalf of the good work, which was subscribed by the *Yamoyden's* ship's company.

Truly yours,

E. H. TOBEY.

N. B. I would like to add that I never have made a voyage where there has been so little swearing done.

* Contributed by Mrs. M. E. DeWitt, Harrisburg, Pa.

Doing God's Errands.

Hester loved to do things to help her mother, and have her call her a faithful servant, when she did them well. One

day she had been talking with her mother about God, when she quickly raised her head with a bright thought in her eyes, and said, "Why, mother, then God is sending us on errands all the time! I am *His* little errand girl too."

"Yes, dear, He has given us errands to do, and plenty of time to do them in, and His Book to show us how we may rightly serve Him. Every day we can tell Him how we try to do them, and ask Him to help us, so that when He calls us, we may run to meet Him, and give Him our account."

"I like that," the little girl said, nestling back to her comfortable seat; "I like to be God's little errand-girl."

"One of my errands is to take care of you," said her mother.

"And one of mine, dear mother, is to honor and obey you," said Hester.

A Lad and His Bible.

The captain of the schooner *Amazon*, of Stavanger, recently arrived at Bergen, Norway, with a cargo of salt, reports that in passing the British channel he had the opportunity of saving a lad of fifteen, under peculiar circumstances. The *Amazon* was about twelve miles from the British shore when the captain observed through his telescope a small boat, in which a lad was lying fast asleep. A small log was thrown over into the boat, and he awoke with a sudden start; an end of line was thrown to him, and he was just about to fasten it when he swooned, and had to be carried on board the vessel. In the boat nothing was found but a pair of oars and a Bible. The lad, when brought back to life by the care shown to him, gave the following account of his fate: He was sitting on the shore, reading his Bible, when some of his companions came down to him and teased him with the manner in which he spent his leisure time. To escape from their banter he got into a boat, and kept on reading, when suddenly he discovered, to his great dismay,

that his persecutors had cut the line, and left his frail boat to the power of the quickly-running ebb. He tried to use the oars, but struggled in vain against wind and water, and as a dense fog set in, he soon lost sight of land. After several hours of alternate struggle and powerless despair, he fell asleep, and sleep remained, in fact, his only comfort against hunger, cold, and the deep pangs of his isolation during the three days and two nights which he had spent in his frail boat when he was at last seen and saved.

Be Happy as You Can.

This life is not all sunshine,
Nor is it yet all showers,
But storms and calms alternate,
As thorns among the flowers.
And while we seek the roses,
The thorns full oft we scan,
Still let us, though they wound us,
Be happy as we can.

This life has heavy crosses,
As well as joys to share,
And griefs and disappointments,
Which you and I must bear,
Yet, if Misfortune's lava
Entombs Hope's dearest plan,
Let us, with what is left us,
Be happy as we can.

The sum of our enjoyment
Is made of little things,
As oft the broadest rivers
Are formed from smallest springs.
By treasuring small waters,
The rivers reach their span;
So we increase our pleasures,
Enjoying what we can.

There may be burning deserts,
Through which our feet must go,
But there are green oases,
Where pleasant palm trees grow.
And if we may not follow
The path our hearts would plan,
Let us make all around us
As happy as we can.

Perchance, we may not climb with
Ambition to its goal,
Still let us answer "Present,"
When duty calls the roll!
And whatever our appointment,
Be nothing less than Man,
And cheerful in submission,
Be happy as we can.

The Saw of Contention.

"Look, Frank, see how hot my saw gets when I rub it. When I draw it through the board quickly, it seems almost hot enough to set fire to it."

"That's the friction," said Frank, who was two years older than his brother Eddie.

"Yes," said sister Mary, who was passing, "it's the friction; but do you know what it makes me think of?"

"What is it, sister Mary," asked both the boys at once.

"Of two little boys who were quarreling over a trifle this morning, and the more they talked the hotter their tempers grew until there was no knowing what might have happened, if mother had not thrown cold water on the fire by sending them into separate rooms."

The boys hung their heads, feeling heartily ashamed of the bad tempers they had shown earlier in the day.

Hymn for a Little Child.

God made my life a little light
Within the world to glow;
A little flame that burneth bright,
Wherever I may go.

God made my life a little flower
That giveth joy to all,
Content to bloom in native bower,
Although its place be small.

God made my life a little song
That comforteth the sad;
That helpeth others to be strong,
And makes the singer glad.

God made my life a little staff
Whereon the weak may rest,
That so what health and strength I have
May serve my neighbors best.

God made my life a little hymn
Of tenderness and praise,
Of faith—that never waxeth dim,
In all his wondrous ways.

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Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

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